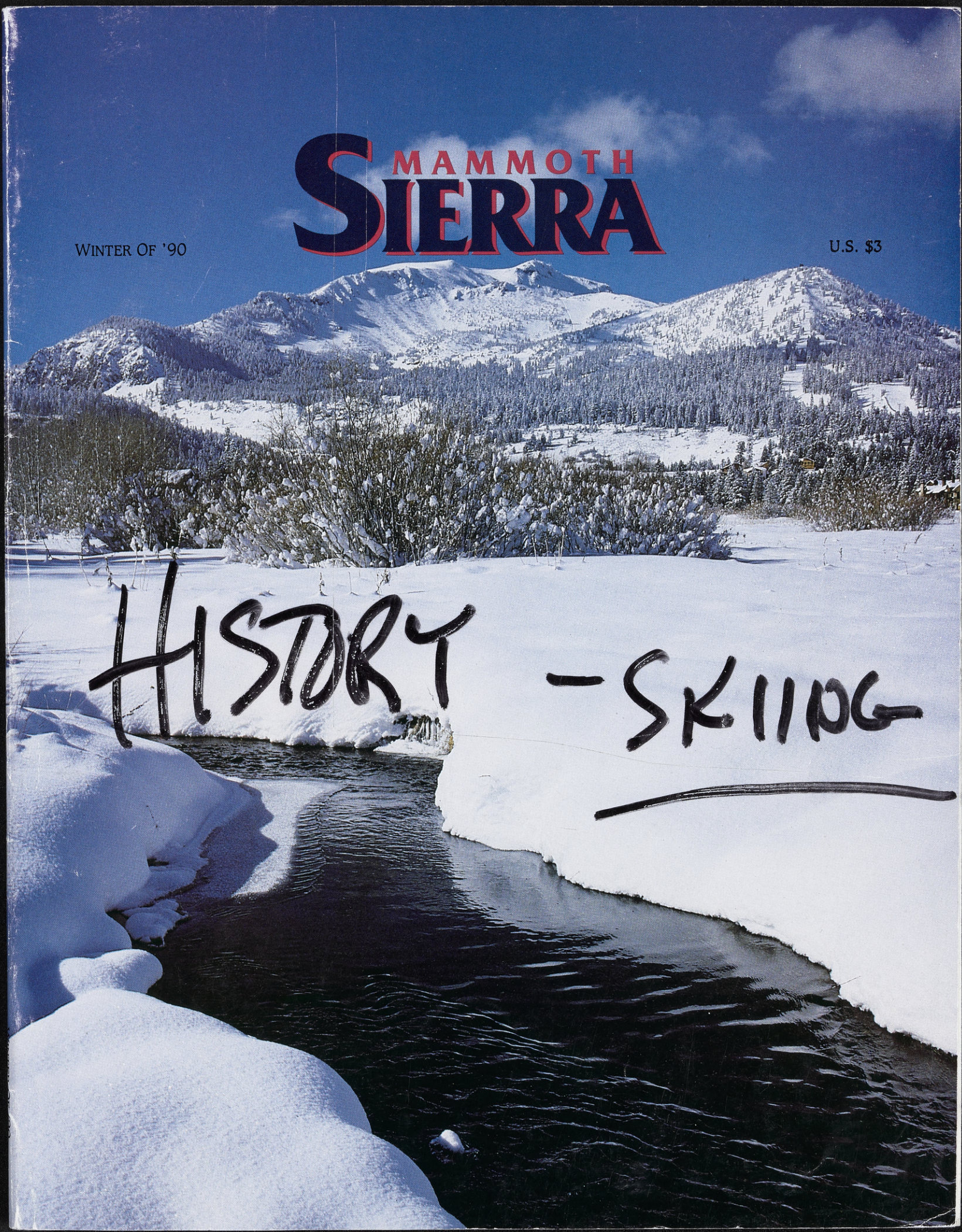
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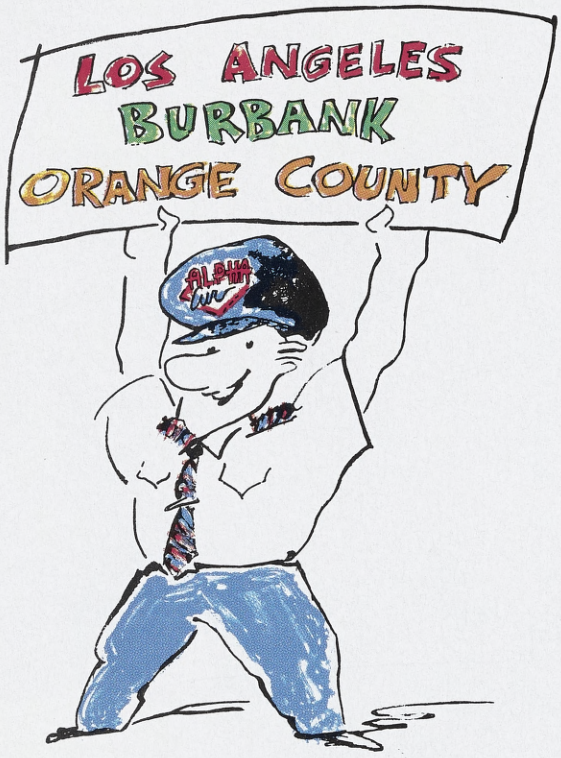

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Londie Padelsky

A Note From The Editor

Welcome to Mammoth Sierra! Welcome to winter!

As the new editor of Mammoth Sierra magazine, I can proudly say that you have some very interesting reading in store.

Everybody knows about the ski areas at Mammoth and June, and many people have heard vague stories about the "original" ski area at McGee Mountain. But did you know that there have been *more than two dozen* other ski areas in the Eastern Sierra at one time or another? Andy Johnson's "Forgotten Ski Areas" will tell you the origins, locations and endings of several of them. Want more history? Sit in on a fascinating "fireside chat" with Dave McCoy himself, looking back on the last 50 years of his life and career.

Interested in "Winter Wildlife?" You thought that meant way-rad parties at your folks' condo, right, dude? Wrong. —Did you know that a Sierra rodent called the pika stays awake and active beneath the snow, living off a store of hay that it harvests and dries in the summer? Ever wonder where the hummingbirds go in winter?

On a more practical note, what changes can you expect at the ski areas when you come up this winter? Want to find out something about arranging a wedding in the Eastern Sierra? Want to get a peek at some of the latest ski fashions, or read about next year's Mountain Mobiles—four-wheel-drive vehicles? How about improving your skiing *technique* by learning something about skiing *psychology?*

Our "summer crossover" article (a little reminder we like to put in each winter issue, to let you skiers know that the Eastern Sierra is just as much fun in summer) is about the little-known women who pack mules and guide wilderness horseback trips.

There's more! Just turn the page . . .

Hank Simpson

PUBLISHER
Gary Flynn

MANAGING EDITOR
Hank Simpson

DESIGN DIRECTOR
Alan Hayes

ART DIRECTOR
Clare E. Clark

TYPESETTING
C.D. Ritter
Hank Simpson

CONTRIBUTING WRITERS
Don Alexander, Joy Fatooh, Andy Johnson, Bobbie Putnam, Hank Simpson, Janadale Sylve-Wickersham, Coco Winter-Irving, Mike Yorkey

CONTRIBUTING PHOTOGRAPHERS
Randy Lincks, Mammoth Mountain Ski Area, John Moynier, Londie Padelsky, Brad Peatross, Jennifer Roe-Duffey, Hank Simpson, Tim Snyder

COVER PHOTO
Brad Peatross

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MAMMOTH SIERRA

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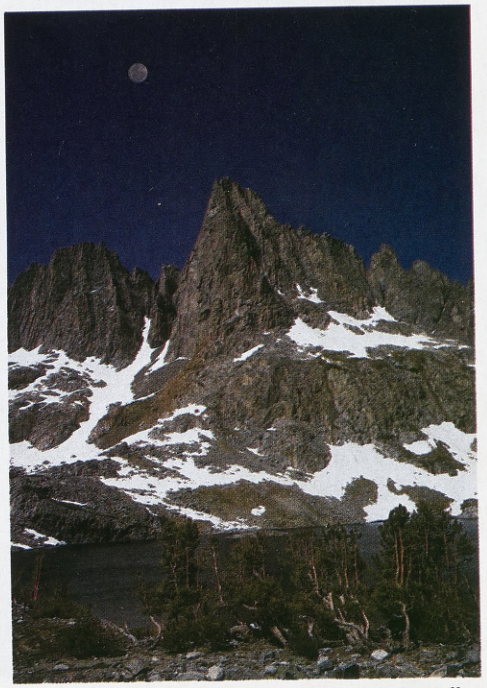

Jennifer Roe-Duffey

Winter Of '90

Brad Peatross

Brad Peatross

NOVEMBER

22	**Happy Thanksgiving!**
22-24	**Western Arts & Crafts Festival** Minaret Village
22-25	**Thanksgiving Holiday** Mammoth Mountain
24	**"Exploring Yellowstone" Slide Show** Mammoth High School
26-30	**Masters Race Camp** Mammoth Mountain

DECEMBER

1-2	**USSA Masters** Mammoth Mountain
3-7	**Rokka Race Camp** Mammoth Mountain
8-10	**"The Messiah"** Mono County Arts
10	**Town Christmas Ball** Snowcreek Athletic Club
16	**Snowboarder Magazine "Learn-to-Shred" Day** Mammoth Mountain
16	**Tannenbaum 10K X-C Race** Tamarack Lodge
19-21	**Powder Magazine Performance Center** Mammoth Mountain
22	**Spectacular Night of Lights** Mammoth Mountain
22-1/6	**Christmas Holiday** Mammoth Mountain
23	**"The Nutcracker"** Mono County Arts
26-29	**NCSA Race Camp** Mammoth Mountain
29	**Laura Spitzer Concert Classical Piano** Mono County Arts
31	**New Year's Eve Party & Concert New Riders of the Purple Sage** Warming Hut II

JANUARY

10-13	**Western Region FIS Tech Series** Mammoth Mountain
14-18	**USSA Rondele Super G & Downhill Race** Mammoth Mountain
17-20	**OP Pro Snowboarding** Mammoth Mountain
26-27	**USSA J3 Race/NCSA** June Mountain
28-31	**Masters Race Camp** Mammoth Mountain

FEBRUARY

1-3	**Winter Open Racquetball Tourney** Snowcreek Athletic Club
1-3	**USSA Masters/ PSTA Tour** June Mountain
4	**Absolut Bartenders Classic** Mammoth Mountain
9	**California State Snowboard Series** June Mountain
9-10	**Infiniti Connoisseur Ski Invitational** Mammoth Mountain
10	**Lakes Basin 15K X-C Race** Tamarack Lodge
12-14	**Mammoth Trade Fair** Mammoth Mountain
13	**Great Instructors & Technicians Race** Mammoth Mountain
19-22	**Mammoth Police/Fire Race Camp** Mammoth Mountain
23-24	**USSA J1 Qualifier** June Mountain
25-28	**California Police/ Fire Olympics** Mammoth Mountain
TBA	**'50s and '60s Dance** Bishop Chamber

MARCH

2-3	**Jeep Ski Club Challenge** Mammoth Mountain
8-9	**Hard Corps Challenge** Mammoth Mountain
9	**Rokka SL/American Cancer Society Race** Mammoth Mountain
9-10	**USSA Scott** June Mountain
14-15	**Jimmy Heuga Express** Mammoth Mountain
16	**USRSA Plymouth Region Finals** June Mountain
20	**Thornburg Memorial** Mammoth Mountain
22-24	**U.S. Men's Pro Tour Races** Mammoth Mountain
23	**L.A. Council Championships** Mammoth Mountain
30-31	**Stunts Unlimited Races** Mammoth Mountain
31	**Easter Egg Hunt** Mammoth High School
TBA	**Evening of Jazz & Generosity** Mono County Arts

APRIL

1-4	**USSA J4/5 Championships** June Mountain
5-7	**Far West Championships** Mammoth Mountain
7	**14th Annual Mammoth Marathon** Tamarack Lodge
7-12	**California Winter Special Olympics** Mammoth Mountain
9-11	**Village Championship Finals** Mammoth Mountain
10-12	**California High School Championships** Mammoth Mountain
13-14	**USSA Masters** Mammoth Mountain
27	**Trout Opener** Bishop Chamber
27-28	**USSA Super G** Mammoth Mountain

MAY

4	**Kittredge Cup** Mammoth Mountain
11-17	**Rossignol I Summer Camp** Mammoth Mountain
18-24	**Rossignol II Summer Camp** Mammoth Mountain
23-26	**Mule Days** Bishop Chamber
25	**Hans Georg Memorial** Mammoth Mountain

LIFT INFORMATION

Lift	Length	Vertical Drop	Minimum Skier Ability
Chair 1	3,800'	1,000'	I-A
Chair 2	4,200'	2,400'	I-A
Chair 3	2,800'	1,000'	I-A-E
Chair 4	4,500'	1,000'	I
Chair 5	4,000'	1,300'	A-E
Chair 6	1,500'	400'	B-I
Chair 7	2,800'	400'	B-I
Chair 8	3,600'	900'	I-A
Chair 9	6,000'	1,700'	A-E
Chair 10	4,500'	1,000'	I-A
Chair 11	2,050'	250'	B
Chair 12	3,100'	800'	I-A-E
Chair 13	2,300'	400'	I-A
Chair 14	3,300'	1,100'	I-A-E
Chair 15	5,900'	1,100'	B-I-A
Chair 16	6,200'	1,500'	I-A
Chair 17	3,865'	701'	I
Chair 18	5,046'	1,101'	I-A
Chair 19	2,650'	690'	I-A
Chair 20	2,500'	454'	B-I
Chair 21	2,725'	452'	B-I
Chair 22	3,750'	1,450'	I-A-E
Chair 23	2,629'	1,105'	A-E
Chair 24	5,900'	1,100'	B-I-A
Chair 25	4,200'	1,322'	I-A-E
Chair 26	2,800'	800'	I-A-E
Gondola 1	3,450'	800'	B-I
Gondola 2	4,450'	1,300'	A-E
T-Bar 2	2,800'	700'	I

Key: (B) Beginning, (I) Intermediate, (A) Advanced, (E) Expert

1990-91 Lift Ticket Rates

Daily Lift Tickets

	Adult	*Child
All Day	$35	$17
Half-Day**	$25	$12.50

* Ages 7-12 (children 6 & under ski free!)
** Half-day starts at 12:30 p.m.

Multiple-Day Tickets

	Adult	Child
3-Day Midweek* (consecutive or 3 days out of 4)	$99	$49
4-Day Midweek* (consecutive or 4 days out of 5)	$126	$63
5-Day Midweek* (consecutive)	$140	$70

* Non-transferable. Valid midweek days only. Not valid during the following holiday periods: Thanksgiving (Nov. 22-25); Christmas (Dec. 22 to Jan. 6); Martin Luther King Jr. Day (Jan. 21); & Presidents' Day (Feb. 18).

Multiple-day tickets are available for weekend & holiday purchase at daily lift ticket rates.

Frequent-Skier Special

	Adult	Child
Mammoth Club Card		
Card	$59.00	$30.00
Ticket	$25.00	$12.50

* Good anytime. Valid 1990-91 season only, non-transferable.

Season Passes

Early-Bird Season Pass*
Adult $710 Child $355 Family $1775

Non-Restricted Season Pass
Adult $1060 Child $530 Family $2650

* This pass must be purchased before Sept. 30, 1990.

Scenic Ride

	Adult	Child
Mammoth gondola/June tram	$7	$3.50

Spring Lift Tickets (effective May 1, 1991)

Adult $25 Child $12.50 Pass $250

LIFT & TRAIL MAP
MAMMOTH MOUNTAIN

Adult Ski School Rates

Group Rates (all levels)

All Day	$28
Half-Day	$20
Special "B" Lesson Package Special	$66
Book of 5 All Day, non-transferable	$120
Book of 5 All Day, transferable	$135

Private Lessons

One Hour (1 or 2 persons)	$55
Each additional person	$10
Half-Day (1 to 5 persons)	$165
All Day (1 to 5 persons)	$330

Three-Day Learn-to-Ski Package — $167

Includes rentals, lift tickets & lessons. First-time beginners only. Must be 3 consecutive days.

Weekend Special — $71

Includes all-day group lesson on Saturday, half-day morning lesson on Sunday & lift tickets. First-time beginners only.

Advanced Ski Clinic — $150

Five consecutive days, starting the first Monday of each month.

Children's Ski School Rates

Funland Ski School (ages 4-6)

All Day	$28
All Day (with lunch & lunchtime supervision)	$43.50
Half-Day (10 to noon or 1:30 to 3:30)	$20

Private Lessons

One Hour (1 or 2 children)	$55
Each additional child	$10
Half-Day (1 to 5 children)	$165
All Day (1 to 5 children)	$330

Three-Day Learn-to-Ski Package

Includes rentals, lift tickets & lessons. First-time beginners only. Must be 3 consecutive days starting Monday, Tuesday or Wednesday. Available during non-holiday periods only.

All Day	$118
All Day (with lunch & lunch-time supervision)	$158.50

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NTAIN TRAIL MAP

1990-91 Lift Ticket Rates

Daily Lift Tickets	Adult	*Child
All Day	$35	$17
Half-Day**	$25	$12.50

* Ages 7-12 (children 6 & under ski free!)
** Half-day starts at 12:30 p.m.

Multiple-Day Tickets	Adult	Child
3-Day Midweek* (consecutive or 3 days out of 4)	$99	$49
4-Day Midweek* (consecutive or 4 days out of 5)	$126	$63
5-Day Midweek* (consecutive)	$140	$70

* Non-transferable. Valid midweek days only. Not valid during the following holiday periods: Thanksgiving (Nov. 22-25); Christmas (Dec. 22 to Jan. 6); Martin Luther King Jr. Day (Jan. 21); & Presidents' Day (Feb. 18).

Multiple-day tickets are available for weekend & holiday purchase at daily lift ticket rates.

CROSS-COUNTRY

John Moynier

It took a long time for the message to get across, but in the last few years Nordic skiing has been "discovered" by millions. And not only is it fun, it is supremely good aerobic exercise. Nordic skiers can escape the crowds and noise, and travel joyously off into the wilds that downhillers never even know exist, and they get healthier every time they do it.

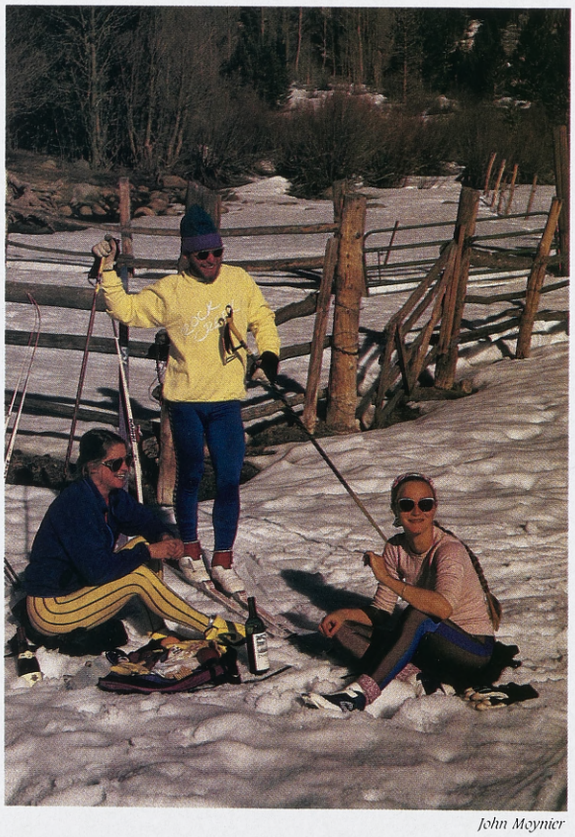
There are several places near Mammoth for newcomers to learn the sport, or for veterans to enjoy it.

Closest to Mammoth is the Sierra Meadows Ski Touring Center on Sherwin Creek Road, just off Old Mammoth, about 3 blocks past Vons. Offering about 50 kilometers of scenic groomed track and skating lanes in the Mammoth meadow area, Sierra Meadows has rentals, lessons and an inviting warming hut. (619) 934-6161.

In the lakes basin, Tamarack Lodge Cross Country Ski Center has rentals, lessons, lodging and dining, and a system of trails in the beautiful, peaceful lakeside forests above the town of Mammoth. (619) 934-2442. (800) 237-6879.

A half-hour south of Mammoth, off Highway 395 in Rock Creek Canyon, is the Rock Creek Winter Lodge. Rock Creek has a large slate of activities, lessons in everything from beginning cross-country to wilderness survival, groomed trails, lodging, dining, backcountry huts, guided trips, and wonderful seclusion--not on the edge of the wilderness but actually in the heart of it. (619) 934-4452.

There are many non-commercial areas around Mammoth for cross-country skiers, too, the most noteworthy being the Shady Rest area near the Forest Service Visitors Center (934-2505) in the center of town. Check with the Forest Service or the three cross-country centers for information on others.



John Moynier

John Moynier

MAMMOTH'S SWISS CONNECTION

High in the Swiss Alps, three former Mammoth ski instructors run a family hotel at the Wildhaus ski area

by Mike Yorkey

Promptly at 9 a.m., Roland Stump carries his skis to a meeting place in front of the Hotel Alpenrose. Several thousand feet below in the Toggenburg Valley, early-bird skiers walk along the snow-covered streets. Close by, several chair lifts and a cable car ferry the first skiers of the day to the Chaeserrugg, a towering peak.

Just 31, Stump is the general manager and heir apparent of a mid-mountain hotel that has been in the Stump family for more than 100 years. One of his daily duties is to escort the hotel guests to the cablecar's bottom station.

"This is the favorite part of my job," says the ruddy-cheeked Stump. "It's—how you say—a nice commute, isn't it?"

It would be hard to disagree with him. Here in eastern Switzerland at the end of a long, thin valley, the massive Churfirsten Mountains threaten to block the low winter sun. Two more fairytale-like towns, Unterwasser and Alt St. Johann, can be seen farther down the valley.

Each winter, thousands of Germans and Scandinavians—and a handful of Americans—descend upon this Alpine ski region. What makes the Hotel Alpenrose interesting to Southern California skiers is that it is owned and operated by Swiss who once taught at Mammoth Mountain.

The former Mammoth ski instructors are brothers Birger and Roland Stump. Roland is married to an American, Cindy Adams Stump, also a former Mammoth instructor.

"It's only happened a few times, but

Opposite: The Hotel Alpenrose
Above: A powder day with the 7 "Churfirsten" in the background

we get a kick out of it when someone from Los Angeles comes to the Hotel Alpenrose and learns that we all taught at Mammoth," says Roland, who spent two seasons at the High Sierra resort. "Even better is when our friends from Mammoth drop in for a visit."

One of those friends is Mammoth Mountain treasurer Nick Gunther, a native of Germany who returns to Europe every fall for the Oktoberfest. Nick, who usually vacations with several colleagues from the Mountain, always spends a couple of days at the Hotel Alpenrose.

Clifford Mann, the director of snowmaking for Mammoth, uses the Hotel Alpenrose as a base when he travels to Europe to investigate snowmaking equipment. Last fall, Mann and his assistant, Steve Ganong, visited the Rolva factory near Zurich before spending a long weekend with the Stumps. "I call it my 'Little Swiss Home,' " said Mann.

Also getting some much-needed R & R at the Alpenrose on occasion are U.S. Ski Team coaches Ueli Luthi and Bill Egan, former Mammoth Mountain race coaches.

Swiss Imports

How did the Wildhaus-Mammoth connection come about?

For years, former Mammoth Mountain Ski School Director Max Good hired a half-dozen Swiss instructors to complement his large staff. It's natural that Good had confidence in Swiss ski *lehrers*; after all, Good was raised in St. Gallen, less than an hour's drive from Wildhaus.

One of Good's imports in the late 1970s was Birger Stump, who had graduated in 1977 from the Schweizer Hotelfachschule (a highly rated chef and hotel management school in Lucerne). Birger, Roland's older brother, wanted to ski a bit of the world before donning his starched chef's hat at his father's hotel. The young chef taught a season at Mammoth and perfected his English.

On Birger's recommendation, Roland applied for the Mammoth ski school, and was also accepted. He returned to Wildhaus with four suitcases and an American girlfriend—Cindy—in tow.

At the time, Cindy's Swiss-German consisted of *Gruetzi* and *Auf Wiedersehen.* Today, she speaks the gutteral Toggenburger dialect with only a hint of American accent.

Many of the longtime residents still talk about Cindy's and Roland's wedding a couple of years ago. The day-long event started early when Cindy was "kidnapped" in her wedding gown and taken to the gondola station. After the ride to the summit, she was met by her husband-to-be and dozens of friends. A justice of the peace performed the ceremony and the champagne was uncorked.

With the tail of her white wedding dress wrapped like a sarong, Cindy was placed in a ski patrol toboggan for a ride down the mountain. At the bottom, she and Roland were reunited—this time for a ski race. Friends howled as she and Roland negotiated the dual slalom course: she in her wedding dress and he in his formal suit.

But the experience wasn't always fun and games for Cindy, a native of Victorville, California. "When I first came to the Wildhaus with Roland, it was hard because the other employees didn't accept me at first," she recalls. "I didn't know much of the language, but I figured that if I worked hard, they would see that I was pulling my own load."

She began in the dining room, busing tables and sorting silverware. After a year, the Stump family agreed that Cindy was ready to take on the managerial duties.

Now each Thursday night during the ski season, Cindy and her staff put out a "farmer's buffet" of 50 hot dishes, including the traditional Swiss favorite, *Gschnaetzlets mit rosti* (strips of veal cooked in a cream sauce and served with hash brown potatoes).

Roland especially recommends *Wild*, a venison specialty. "All our deer meat comes from the local mountains," he says. "My brother and I are allowed to bring in six deer each. Then we buy all the deer taken by the local hunters. That's usually around 100 deer and a few elk. We dress the meat, vacuum pack it and then freeze it. We serve it until it runs out, which is usually February. We have to wait until the following fall before we can serve *Wild* again."

Roland and Cindy still find plenty of time to ski, as do Birger and his wife, Marliese, a former member of the Swiss National Team. Several times each week, they teach a couple of hours on Wildhaus' slopes, which are mostly intermediate and wide-open. Giving ski lessons isn't a job for them—it's a way to break up the long day with some fresh air and exercise.

The Stump Family. From left, Birger Stump, Roland Stump, Cindy Adams, Niklaus Stump, Marliese Stump and Josefine Stump in foreground

Opposite: View of Wildhaus with the 7 Churfirsten Mountains

Wildhaus

The Stump family has a long history of hospitality that dates back to 1883, when Anselm Kleger and his wife and nine children built a farmhouse in Wildhaus' Toggenburg Valley. In the summer, the family grazed cattle; during the long winter months, they embroidered shirts and skirts by hand.

Eventually, the Industrial Age caught up with this centuries-old cottage works, and sewing machines and factories put hand-embroidering out to pasture in the late 1800's. Anselm then converted part of the large farmhouse into a restaurant.

Named the Alpenrose, the restaurant quickly attracted chilled loggers and timber workers who appreciated a place to warm up with delicious regional foods and throat-burning *Kirschwasser*.

The Stump family became hoteliers in 1948 when six rooms were built next to the restaurant by Niklaus, then the 28-year-old grandson of Anselm. Actually, there was a question whether Niklaus would continue in the family business, since he was a top Swiss ski racer.

Seven times Niklaus won the Swiss championships in the "four-combined" category: cross-country, ski jumping, downhill and slalom. In 1948, he represented Switzerland at the Olympic Winter Games at St. Moritz and finished fourth--just missing a medal.

Niklaus, who was also the first non-Nordic skier to win the prestigious "Holmenkolen" cross-country and ski jumping competition in Norway, may have been one of the great international ski champions if WWII hadn't interrupted his career.

Niklaus and his wife Josefine steadily added rooms in the '50s and '60s, but four years ago decided to raze the *Gasthaus* and start from scratch. The result: a first-class hotel, new from the foundation up. Nearing their retirement years, the elder Stumps now oversee hotel operations as they prepare to hand over the hotel to the new generation.

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Winterized Wildlife

Tim Snyder

Each member of the Sierra wildlife community has its own solution to surviving the cold

by Joy Fatooh

Winter comes to Mammoth with more noise and neon colors than ever. But out beyond the village and the ski lifts is a world transformed and muted by snow. All is white, granite gray, and the deep green of pines and firs. This is the Sierra winter.

A Clark's nutcracker breaks the silence with its raucous call and flies past in a flash of black, white and gray. A pair of ravens play in the updraft above a ridge. Below them a lone coyote lopes across the snow, leaving one long line of shadowy tracks.

These were the wildflower meadows where deer browsed in the summer. Bighorn sheep climbed these cliffs. Marmots whistled and pikas clacked from their piles of rock. Goshawks swooped among the trees and redtailed hawks soared the thermals; chipmunks and ground squirrels scurried from pine to pine; hummingbirds brought the colors of columbine and paintbrush to the sky. Where are they now?

Well, some packed up and left—in a manner of speaking, as they have nothing to pack. Food, water, warmth, shelter—all the essentials we humans can toss into the back of the Subaru—are what migratory animals must travel to seek, often over many miles.

The mule deer of the Eastern Sierra is a dramatic example of an animal whose summer home becomes certain death in the winter. In early autumn, before their food supply is buried under snow, the deer move down along narrow migration corridors to leave the Sierra and spread out in the desert valleys below. In the spring, with forage grown scarce and the does heavy with fawns, thousands of deer gather in "staging areas" at the base of the mountains for a remarkable mass migration to the high country.

These deer herds are unique in the extremes they cover between summer and winter range. Only a few, well-worn trails scale the Sierra escarpment; fawns learn them from their mothers and use them year after year. Small wonder the Sherwin Bowl ski area is controversial, being the site of two vital migration corridors used by 3,000 to 6,000 deer. Whether the deer can adapt to the development is unknown.

Tim Snyder

Bighorn sheep, which spend the summer at or above timberline, never entirely leave the mountains but move downslope to where sagebrush abuts their rocky crags. Like deer, these hooved grazers face the double danger of starvation and becoming stranded: these hooves so well adapted to granite escarpments are ill-equipped for deep drifts of heavy snow. The first good storm of the season usually drives them down.

Bighorns inhabited much of the Sierra prior to this century, when all but two isolated populations disappeared. Biologists have been transplanting sheep from these two groups in an attempt to restore them throughout their native range. Late winter is the time to capture them, while they're still down low and when one would hope the worst storms have passed. Even then, it's risky: bighorns released into Lee Vining Canyon in March of 1986 were met by a fierce snowstorm that killed seven sheep. The survivors, and others added later, became the first bighorns in decades to return to Yosemite in the spring.

All of this running up and down is fine if you've got the legs for it. But what if you're a fat little marmot? Or a chipmunk or ground squirrel? Then you have reason to be fat, because you're going to hibernate.

Hibernation is a brilliant scheme for surviving where food is plentiful all summer and scarce in winter. The hibernators hole up in a warm, safe place in September or October when the weather turns. Their heart rate drops, their temperature drops, their breathing slows and they spend the winter sound asleep. Chipmunks wake up occasionally to eat the seeds and nuts they've cached.

Londie Padelsky

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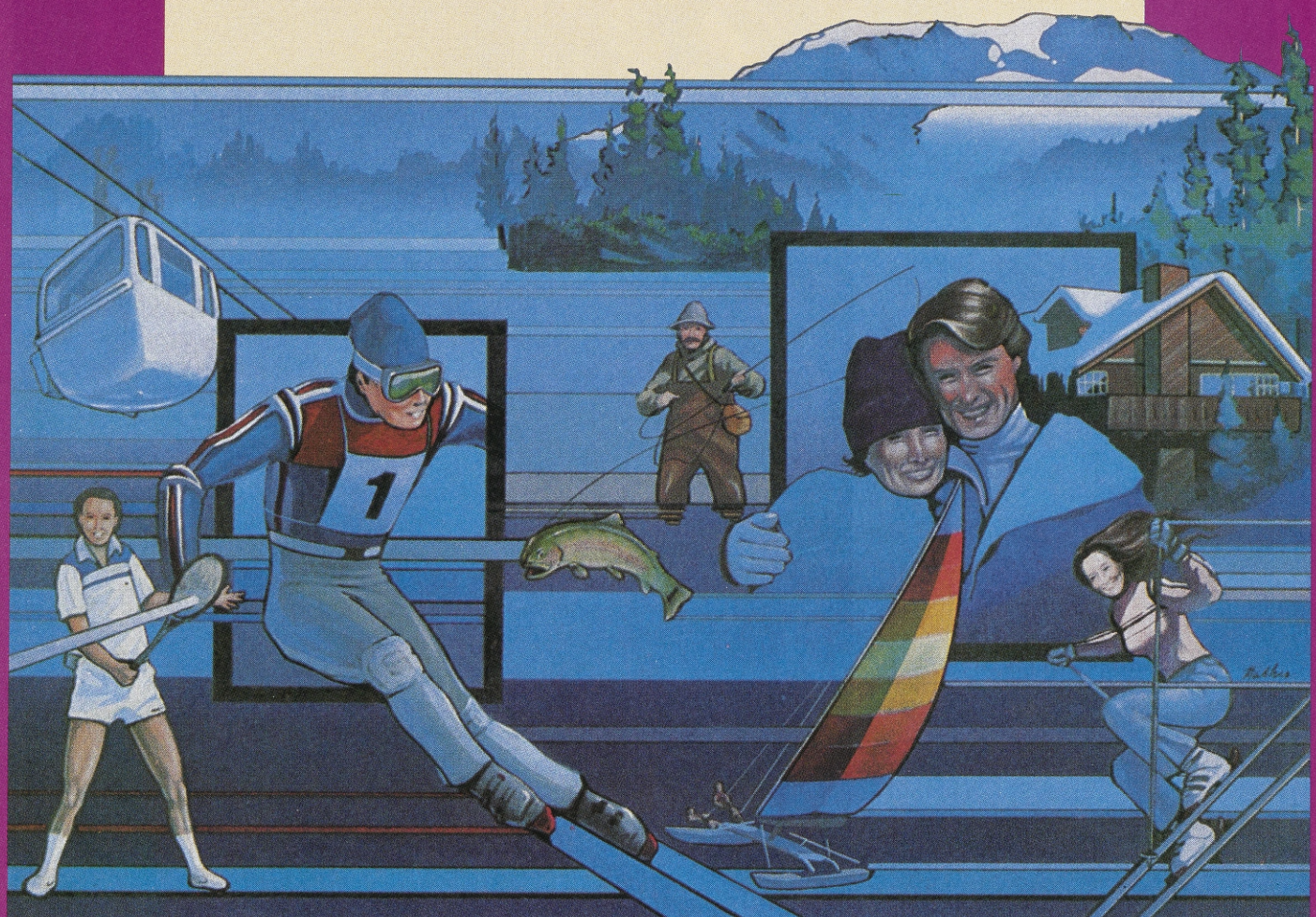

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Tim Snyder

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The Sierra's ground squirrels (Belding's and golden-mantled) and yellow-bellied marmots essentially pig out in the autumn, storing their winter food supply in the form of fat. The marmot you saw last August waddling out of a jumble of rock is now very likely somewhere deep within that rock pile, sleeping it off until April or May.

The pika, too, is up there—a round-eared guinea-pig-sized relative of the rabbit that also favors the spaces in a pile of talus. But unlike the marmot, the pika is wide awake and active all winter. It spent the summer literally making hay-gathering plants and stacking them to cure and dry on rocky ledges protected from sun and rain. Now its home may be completely buried in deep snow, but the pika is in there munching from a haystack as big as a cubic yard.

There is another animal, unrelated to the pika, who also keeps a haystack. The aplodontia, or mountain beaver, isn't closely related to the beaver either. In fact, it isn't *closely* related to *anything*. It is in a scientific family, genus and species all its own, last survivor of a primitive lineage of rodents dating back to the Upper Eocene. The aplodontia lives where vegetation is dense and water is nearby. It dries small piles of hay near entrances to its extensive burrows, and in winter it may also tunnel 50 yards or more through deep snow in search of plants or bark.

Marmot fattening up for winter

Tim Snyder

The white-tailed jackrabbit of the high forests is gray in the summer, but in winter it moves downslope and turns completely white except for its black-tipped ears. On its feet it grows thick fur that acts both as insulation and snowshoes. Thus equipped and camouflaged it stays active, bounding across the snow and dodging predators like the mountain coyote, which also wears furry snowshoes.

The mountain coyote is larger and has thicker fur than the valley subspecies, but like all coyotes is an opportunist and survivor. In the winter it eats what plants it can find, digs hibernators out of their burrows, and preys on winter-active rodents and birds.

The pine marten, like a large weasel, is another predator. And the menu of winter-active prey is more extensive than you might expect. Deer mice, pocket gophers and tree squirrels live on stored food; meadow mice forage for bark and early green shoots; porcupines rest in tree cavities and seek out the tender inner bark. Tiny shrews are predators themselves, maintaining their body temperature by frenetically devouring dormant insect larvae, earthworms, small rodents, and possibly each other. The biggest predator, the mountain lion, has followed its favorite prey—mule deer—to winter range.

Ravens, adaptable scavengers that they are, will go anywhere people go and are as attracted as any skier to the smell of hamburgers from Warming Hut II.

What about black bears? Don't they hibernate? Scientists debate whether the bear's winter dormancy is true hibernation. Some point out that its heart rate may slow by half, but its temperature doesn't drop much; others say you can't expect an animal of that size to lose body heat the way a chipmunk would. Bears den up in a hollow tree, log or cave and sleep for much of the winter, but they are easily awakened and may often come out to forage. Females give birth in the winter den, in January or February, to half-pound cubs that spend the summer with their mother and den up with her again the following winter, after which—well on their way to 300-pound adult size—they are sent off to fend for themselves.

The cold-blooded reptiles and amphibians are also lying low, waiting for the warmth that will make activity possible. The lizard last seen doing pushups on a sunny boulder may have found a place beneath it, and the yellow-legged frogs of mountain lakes are buried in the mud. The Yosemite toad lives at 6,000 to 11,000 feet and sings in the daytime because even the summer nights are too cold for toads; it hibernates in burrows under the snow in winter, emerging only from April to June to breed quickly while meadows are wet with snowmelt. If the summer is warm the tadpoles will become adults; otherwise, if their pools have not dried up, they may overwinter under the ice.

And birds? They use almost every winter survival tactic that mammals use, even hibernation: poorwills, lesser nighthawks and hummingbirds can enter a state of "cold torpidity" when temperatures drop. Calliope hummingbirds, at 1/10-ounce the smallest bird in North America, nest in Sierra forests; a well-insulated and sheltered nest enables them to incubate eggs without going into cold torpidity on chilly summer nights. Calliope, rufous and Anna's hummingbirds may be seen moving up the Sierra slopes as summer progresses and flowers open at higher elevations, then heading south to Mexico above the timberline. (Another species of hummingbird crosses the Gulf of Mexico—500 miles—in one night, at speeds up to 50 miles an hour!)

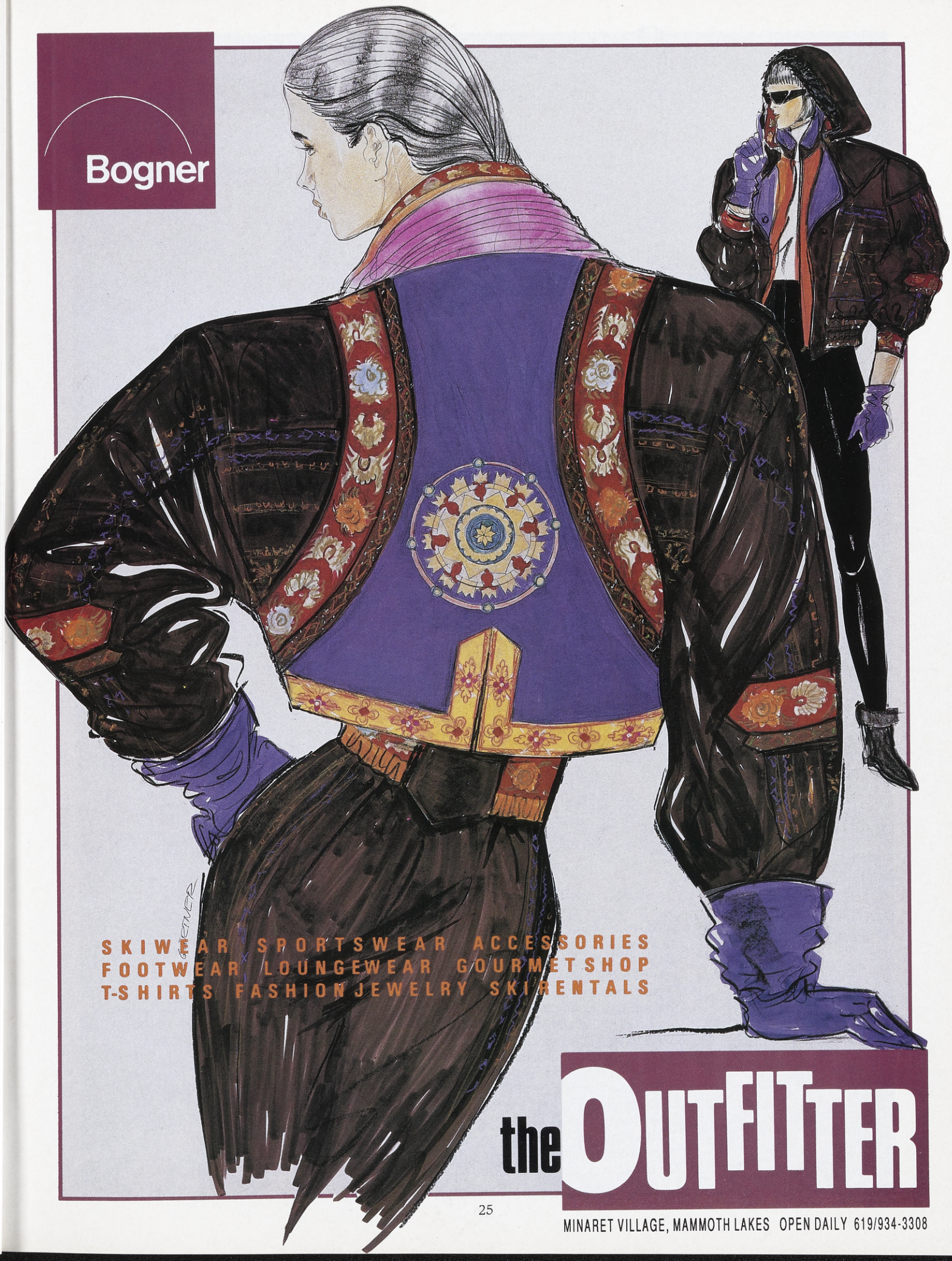
Many Sierra birds fly south—Swainson's hawks nesting in Eastern Sierra valleys fly all the way to Argentina—but many more, like the red-tailed hawk, may simply migrate downslope. The Clark's nutcracker moves down to the pinons and Jeffrey pines in autumn, storing pine nuts to fuel an early start on the nesting season when snow still covers the ground. The blue grouse actually moves *upslope* to the red firs, the needles of which are its sole winter food. And the rosy finch, a truly Alpine bird, spends its summers above the tree line and is occasionally found there even in the winter, foraging for seeds on bare windblown summits.

Ravens, adaptable scavengers that they are, will go anywhere people go and are as attracted as any skier to the smell of hamburgers from Warming Hut II. Ravens seem to have leisure time and a play ethic even in winter. While riding the lifts you might see a pair cavorting below you, swooping and dodging upside down.

Holing up, moving down, making hay, making do—every Sierra animal has a way to improve the odds of surviving until spring.

Adios, little hummingbird!

Sweet dreams, black bear!



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SNOWBOARDING

Brad Pearross

Snowboarding has really begun to take off. Only a few years ago it was a sort of underground sport, the exclusive domain of hard-core "boardheads." Ski areas were suspicious and skiers distrustful of the strange-looking devices and the strangely-dressed Cossacks who rode them. Now, though, the sport has gained respectability (of a sort) and is an accepted part of the alpine experience at most ski areas in the country. Snowboarding rentals, lessons, events and facilities are to be found everywhere.

Locally, June Mountain is still the prime snowboard location, though, with a groomed half-pipe and a busy slate of activities. Competitions for local snowboarders are scheduled frequently throughout the winter, and the top pros in the nation show up each January for the OP Pro Snowboarding Championships.

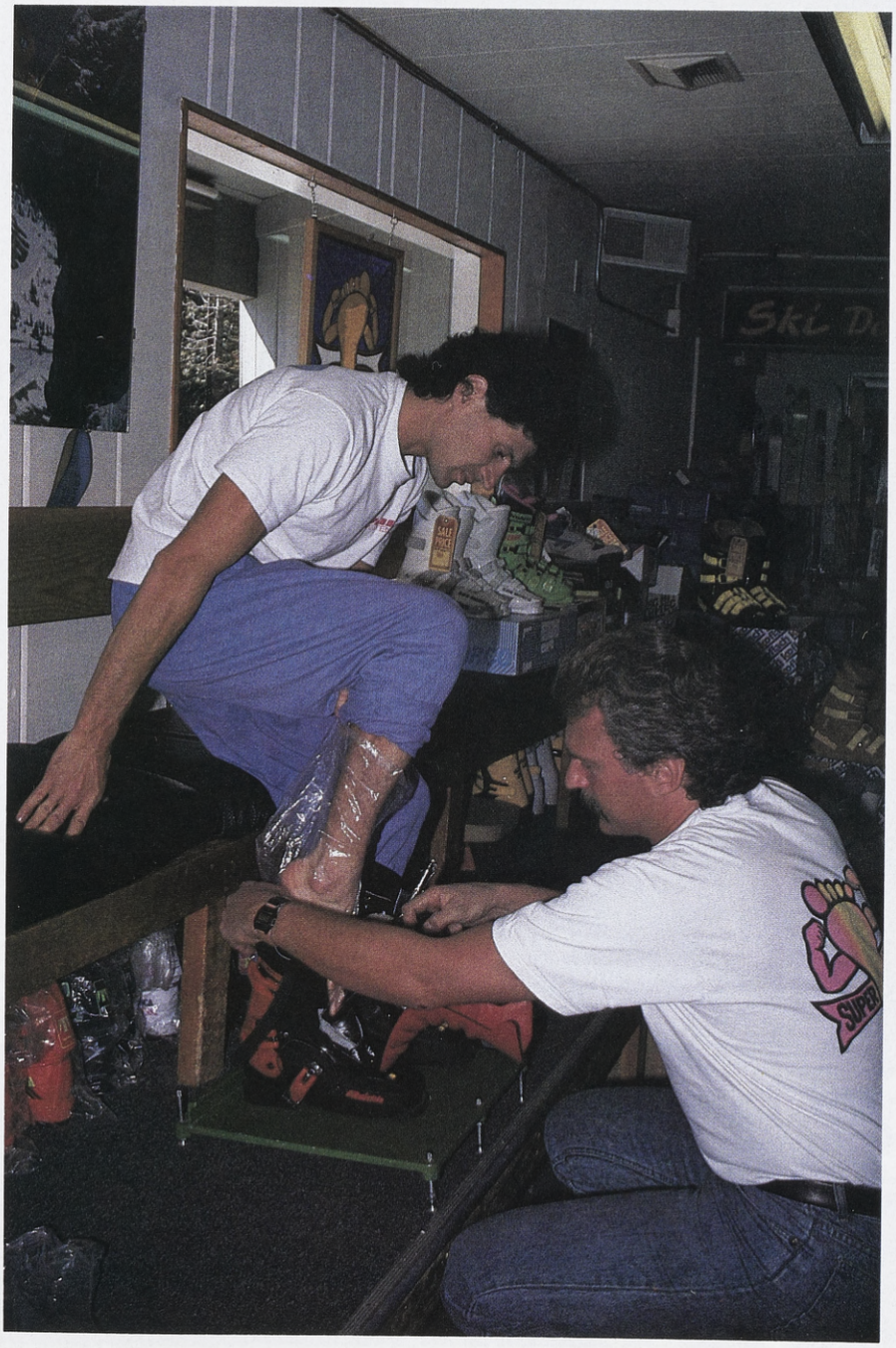
Both mountains offer lessons and racing programs, and rental boards and boots are available at many sport shops in town and on the mountain. Mammoth even has at least two of its own exclusive snowboard shops: Wave Rave, across from Kittredge's on Main Street, and Storm Riders, on Minaret Road on the way to the ski areas.

Brad Peatross

FOOTLOOSE FANCIES...

A Mammoth inventor finds the Ultimate Solution to boot fitting

by Coco Winter-Irving



"Does that feel good! Just like the best of the old leather boots. I'm really impressed!" Norm MacLeod, a tantalized expression on his face, is standing in his ski boots in Footloose. What he's enthusing over is the latest offering in the quest for a complete and perfect fit in ski boots: a new silicone injection fitting system that is both comfortable and provides the "feel" and foot stability that modern plastic ski boots lack.

MacLeod, a former US racer and importer of Nordica and Volkl, and more recently designer of the Technica TX model, has driven ten hours from Bend, Oregon to Mammoth just to have Sven Coomer, inventor of this fitting system, inject his boots.

Since 1969, Coomer has been working on shoe and boot design for Nordica, Koflach and Munari. He was involved in the pioneering developments of boots from leather to injection molded plastic and many of the details that are state of the art on today's boots. He also pioneered the developments in orthotics and modern customizing techniques for ski boots with Superfeet.

Today very few professional or expert recreational skiers ski without orthotics. A common remark is "Orthotics are the single most significant investment I have made in my skiing." You can ski without them, but by comparison, it's like driving your car with flat tires.

Boots are unquestionably the single most important piece of equipment for skiing. Skiers are realizing that performance means control and you can't have control without comfort. Control is important at every level. The trend towards more functional equipment is reflected in the fantastic improvements seen in the level of skiing abilities over the past five years. The differences in function and fitting can totally alter the skiing experience.

Orthotics were a good answer until silicone injection. Coomer says that silicone injection is the "missing link" in

ski boot fit, a step beyond orthotics and another solution to foam injection. Coomer's silicone injection system is called U.S. PRO-FIT, an abbreviation for the Ultimate Solution in Professional Fitting.

Five years ago Coomer started working on the concept, looking for a solution to problems foam injection. The stumbling block has been not having a good safe injection material and a compatible inner boot bladder. He approached Munari and San Marco, who agreed to co-sponsor the development.

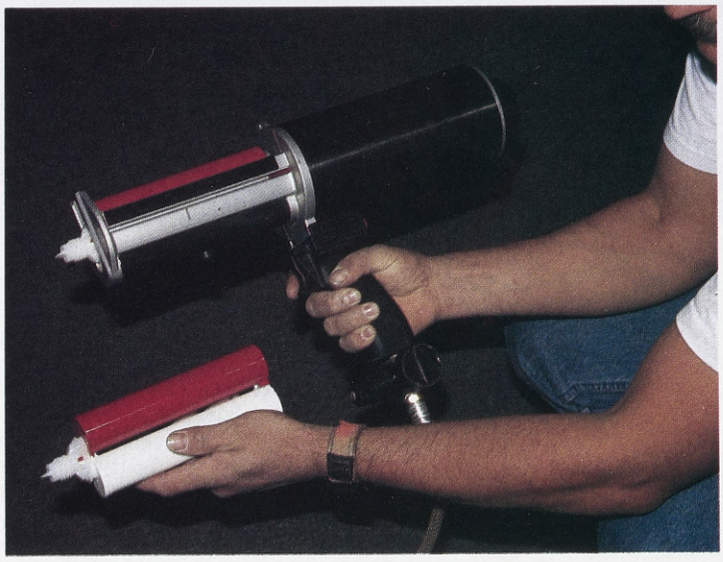
U.S. PRO-FIT is a self-contained bladder, including a dynamic orthotic, which replaces the original factory liners. The bladder is already padded with an optimal amount of foam. The idea is not to add more foam padding, which diminishes comfort and support, but to add a firm non-compressible filler.

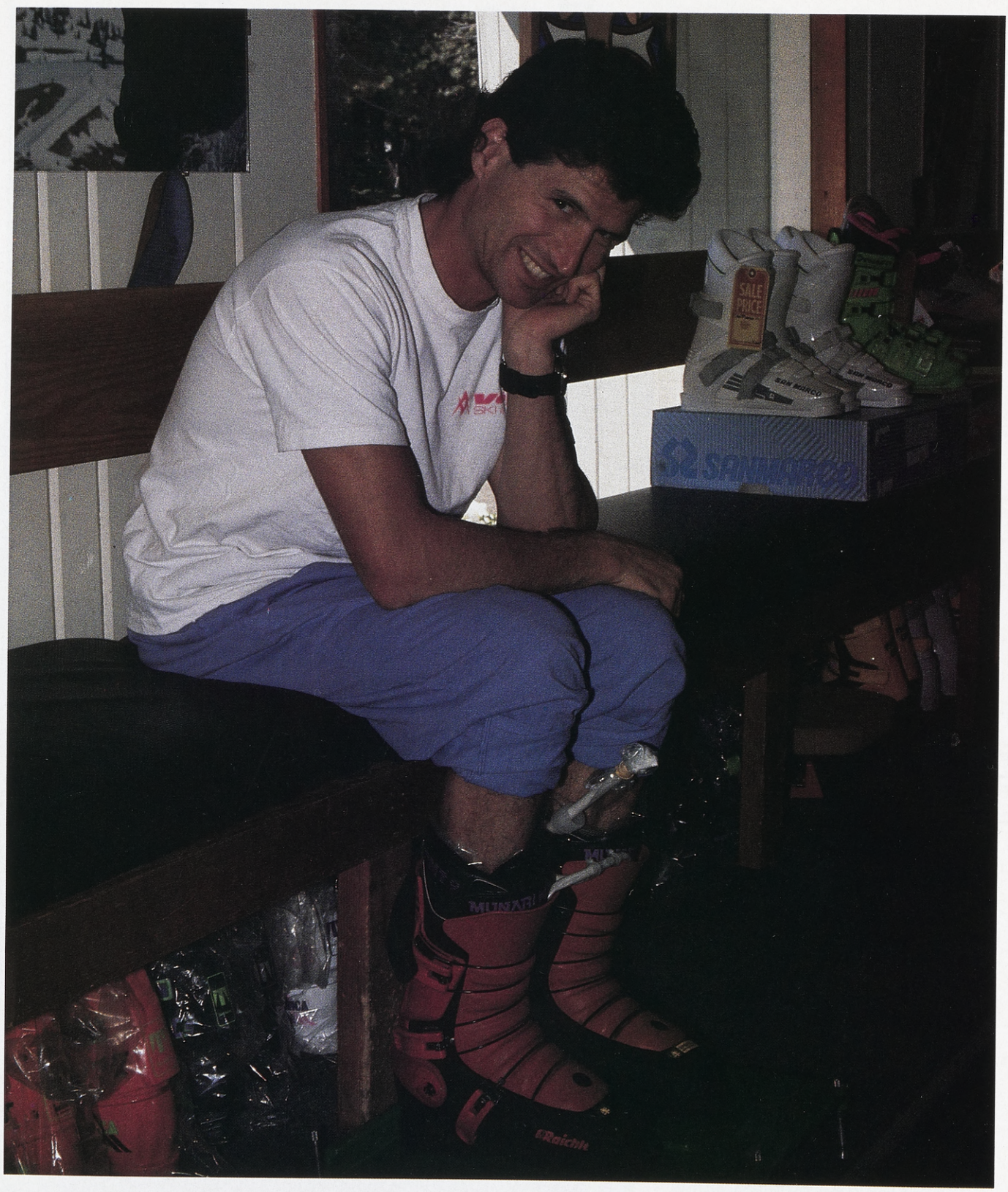
Coomer says that silicone injection is the "missing link" in ski boot fit

A patented air-powered gun mixes and injects proprietary liquid silicone (the type used for dental impressions) into boot bladders and tongues, just prior to the skier stepping into and buckling the boots. The skier edges, flexes and moves about to find the centered and most comfortable stance. There is no heat, pressure or pain. It takes only about 20 minutes for the bladder to mold around the feet, so the skier can hit the slopes immediately.

The hydraulic action between the specially designed bladders automaticaly balances the fluid "pressure" levels between the boots during injection, ensuring identical support for both feet irrespective of how "different" they may be. The dental impression silicone is non-toxic and safe. It doesn't compact. It retains its pliable, shock-absorbing properties at temperatures as low as minus 40 degrees centigrade. It is a non-conductive insulation, warmer than foam injected or other inner boots.

There are front and rear entry bladders available in two models. The "Racer" features waterproofed leather lining and prefoamed areas around the heels that react with the silicone and become firm, while specific ankle points remain flexible, eliminating the necessity for wedges, shims and fit pads. The "Cruiser" is a softer model with a fleece lined toe-box designed for comfort and support for recreational skiing.





The bladders are available from PRO-FIT independently of the Munari or San Marco boot shells. Any model ski, snowboard, telemark, mountaineering, skate or rollerblade boot can be fitted with an inner boot and injected.

Major boot manufacturers have been invited to follow the U.S. PRO-FIT guidelines to make their own bladders compatible with the system. Some may even use the PRO-FIT bladders.

The system was tested by SKI magazine in Oregon in April, and the report in the 1991 Buyers' Guide reported that the boot testers "All agreed that the liners were incredibly comfortable and greatly improved their edge-to-edge precision."

Other professional skiers testing the system last year said they now "looked forward to putting on their boots every morning."

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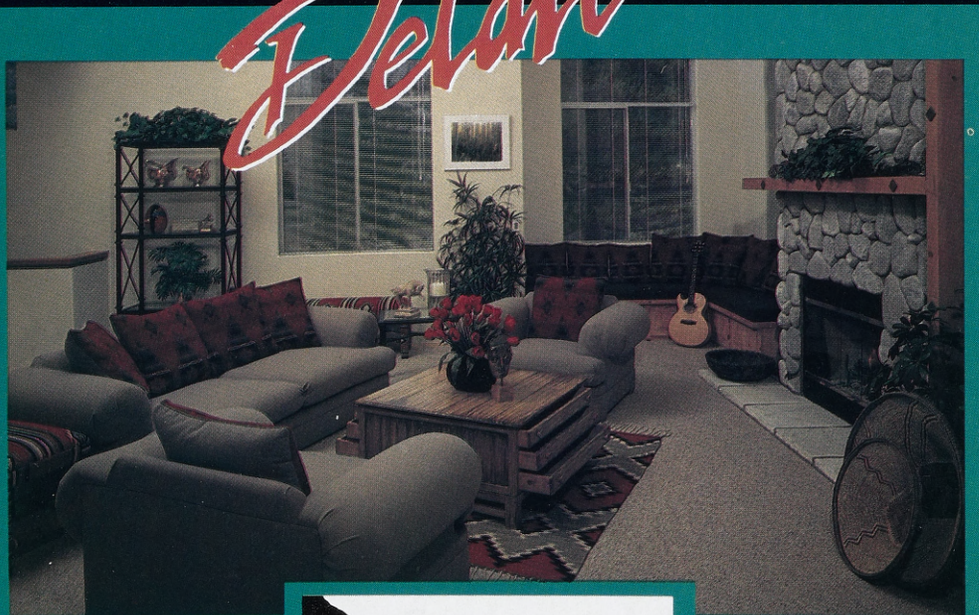

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Saying 'I Do' In Paradise

Michael Cooke Photography

Sierra Weddings

by Janadale Sylve-Wickersham

It's been done on Mammoth Mountain in a blizzard. In a church without walls or roof. Even in a hot-air balloon at 7,000 feet.

Every year, Mammoth Lakes becomes the ceremonial vow-exchanging grounds for some 50 to 100 couples saying "I do" in creative, self-inspired tradition: on ski slopes, beside lakes, along rocky crags and atop peaks.

"Getting married in the mountains is a reflection of one's values and one's approach to life," says the Rev. Fred Weatherly. "It's an expression of the kind of life that the folks getting married want to live."

Weatherly is the minister of the High Sierra Christian Church, one of nearly a dozen churches in Mammoth Lakes which host wedding ceremonies.

But there's more than one way to tie the knot, and churches are only one of the options available in the versatile beauty of the Sierra.

Kristin Kalk, who works with director Ed Marcy in the Catering and Special Events Department at Mammoth Mountain Inn of Mammoth Mountain Ski Area, says that weddings have been performed at the inn for several years.

"Sometimes it's an extravagant wedding out on the lawn with a reception following inside," Kalk says. Other times, the weddings take place in the lobby of the inn, on a ski run at Mammoth Mountain, or at Mid-Chalet, where the

Michael Cooke Photography

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wedding party takes the gondola up and commemorates the occasion by skiing back down to the Main Lodge.

Kalk says summer is traditionally the busiest time of the year for weddings, from the end of May to the end of September, but the inn has been known to host weddings in winter as well.

"We recommend booking a few months in advance, in winter or summer, so that we can schedule around events going on at the mountain," Kalk says. That is especially true during peak winter season, when a couple's wedding plans may have to be adapted to the needs of the winter skiing crowd.

Kalk says that the inn specializes in catering receptions—more than performing actual wedding ceremonies—providing food, drink, flowers and decorations; but the inn can provide recommendations for any other wedding arrangements, too, such as a minister or justice of the peace; tux and dress rentals; a band or deejay; and photographer, jeweler or cake maker.

The cost of catering a wedding reception at the inn varies on a scale corresponding to the number of guests and the degree of extravagance the wedding party has in mind. An added convenience of booking weddings or receptions at the Mammoth Mountain Inn is the option of being able to book blocks of rooms for wedding guests at the inn itself.

For those who want to combine the best of religious tradition with spectacular outdoor scenery, the incomparable Forest Chapel is the answer. Situated in a lovely glade of pines on Forest Service land at the Twin Lakes campground, this quaint outdoor church has neither walls nor roof, but all the beauty and serenity of a place of worship a deity might have designed. Administered by the Tamarack Lodge, the Forest Chapel is the site of as many as five dozen weddings a year, all of them performed in the great outdoors, with solid bookings from June to November. Reservations are on a first-come, first-served basis, but a spokesperson for Tamarack Lodge says that bookings are already being accepted now for next year.

"People plan and book a wedding, but neglect to book cabins for their guests, until a month prior to the wedding," the spokesperson said. "It's a good idea to book the cabins at the same time you're booking the wedding." This guarantees that the wedding party and guests are able to celebrate together in the same place.

The Forest Chapel has neither walls nor roof, but all the beauty and serenity of a place of worship.

This past summer, one couple rented the chapel for four hours and was married in a re-created setting of "Gone With the Wind." In southern colonial style, the bridesmaids wore hoop dresses and carried parasols; bowers of orchids and other flowers decorated the chapel; and the wedding party marched to the movie theme of "Gone With the Wind."

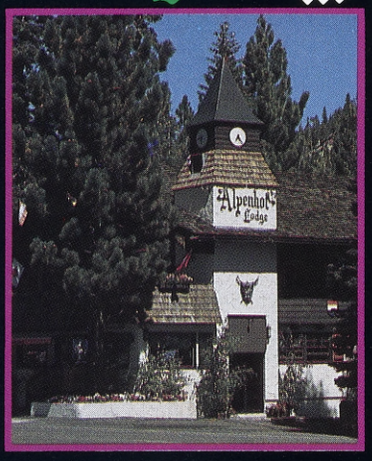
Sunset weddings in the Forest Chapel are equally popular and equally memorable in both summer and winter.

While Tamarack Lodge is limited in providing wedding services other than the chapel itself (which seats 50 but can accommodate many more in the surrounding clearing of the glade), the lodge does provide resources for other wedding arrangements.

Tim Snyder of Sky King Photo has photographed both indoor and outdoor weddings in the Eastern Sierra for 14 years. "The majority of outdoor weddings I've shot have been at the Twin Lakes Forest Chapel. Anyone planning an outdoor wedding in the Sierra should know that the weather is unpredictable. It really can snow even in the peak summer months, and afternoon storms can come up anytime in the summer and fall months. Planning a morning ceremony is a little bit safer, but without a doubt the

Alpenhof Lodge AAA

SKI MIDWEEK



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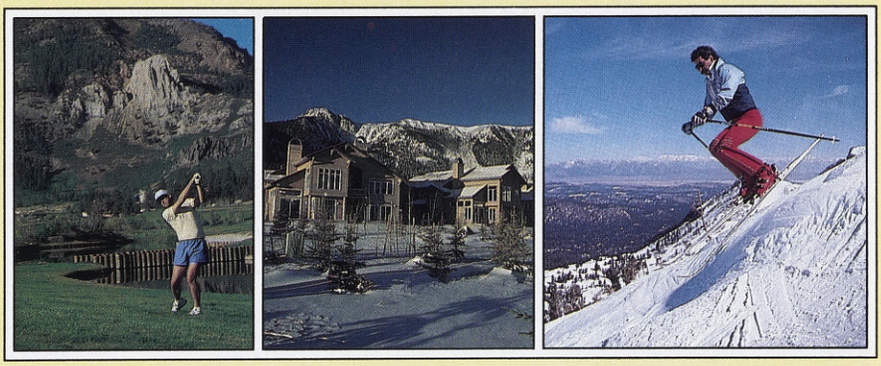

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wedding planners should have a fall-back plan for bad weather."

Jennifer Roe-Duffey is another local photographer who has photographed weddings on Mammoth Mountain, at the Twin Lakes Forest Chapel, and in the air—in the hot air balloons of the High Sierra Ballooning Co.

"We can take up to five people in the balloon at a time," says Roe-Duffey, who operates Impressions Photography, a scenic portrait business in Mammoth Lakes. Roe-Duffey says the balloon rides include scenic tours over the Mammoth Meadow, the town of Mammoth Lakes, nearby surrounding mountains, and even "shooting the gorge," an exhilarating ride over the Hot Creek canyon in which the balloon flies on low jetstreams just above the meandering Hot Creek and lifts into the air just before crossing the bubbling pools and natural steam vents.

The hot-air balloon weddings are unforgettable experiences, Roe-Duffey says, and the ceremonies are carried out in style. A champagne gourmet brunch is served, including yogurt, fruit salad, nuts, cheeses and crackers, freshly baked homemade bread and pastries, cold cuts, coffee, sparkling apple cider, and fruit juices.

Although July and August are the busiest months for taking to the sky by balloon, the tours are operated in the winter as well.

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Of course, no job is complete until the paperwork is done and weddings are no exception. The paperwork for weddings is the all-important marriage license or marriage certificate, available through the Justice court, which has offices in both the north and south ends of Mono County.

Denise Homolka, administrative clerk at the South County Office of Administration, says that two types of marriage licenses are available to newlyweds-to-be: the confidential marriage license or the state marriage license. The confidential marriage license may be used only in the issuing county, and costs $53. To obtain one, both marriage partners must sign a form stating that they have been living together for at least six months. The state marriage license, issued by the state of California, may be used anywhere in the state, and costs $32. The state marriage license requires results of blood tests, available at the Mono County Health Department, and blood tests require at least two weeks to process. Both licenses require that applicants provide proper identification, the full names of their parents, and the birthplaces—including city and state—of their parents.

After all the rice is thrown and the bouquets and garters are caught, one ceremonial wedding rite remains: the honeymoon. Again, the Sierra proves the ideal natural resort for the event.

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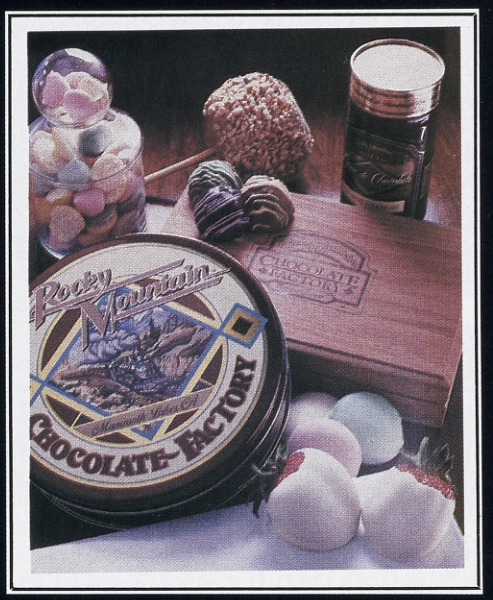

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Will It Be A Mammoth Winter?

photo courtesy Mammoth Mountain

Mammoth, Calif. 1969

Will we see days like this again?

by Mike Yorkey

It was a perfect example of Murphy's Law. One Friday in the late fall of 1985, a dozen Mammoth Mountain employees laid several hundred feet of snowmaking pipe on lower "Broadway."

Mind you, this was a modest experiment to see if snowmaking equipment could double as irrigation sprinklers in the summer. Laying surface pipe was one of those backburner projects saved for dog days of fall when everyone is waiting for that First Big Dump.

It dumped all right—four feet the next day. On Monday morning, those same Mountain employees were up to their hips in snow, yanking up the piping. "Our little snowmaking experiment worked," grinned one employee. "We got four feet of snow all over the mountain, and it was very cheap to operate."

The irony of the event was not lost on the management of Mammoth Mountain, but after several seasons of sub-par snow depths, the ski area is looking at snowmaking in a different light. It's no longer a question of *if* Mammoth will have snowmaking, but *when.* Mammoth Mountain has sifted through more than a half-dozen proposals from snowmaking companies in the last year or two.

Clifford Mann, Mammoth's director of snow removal, has seen his job description expanded: now he also wears the hat of director of snowmaking. To bring himself up to speed, Mann has made several fact-finding trips to Utah, Colorado and the European Alps to find out all he can about compressors, pipes, hoses and nozzles. Mann also learned that every ski area in the Park City/Snowbird area has snowmaking. "The same goes for Colorado," said

Mann. "Mammoth is the biggest ski resort in America *without* snowmaking."

"I remember showing up for a snowmaking seminar in Steamboat Springs, and some of the other ski resort people looked at me and said, 'If Mammoth is here, we're all in trouble.' "

Mann and the Mammoth management know one more thing about snowmaking: it'll be expensive. To make snow right and cover most of the lower mountain will cost at least $10 million—and that doesn't include the cost of operation.

Presently, Mammoth is considering a comprehensive snowmaking system for all the runs between Main Lodge and Chair 2. The system would run as high up as "Saddle Bowl" behind the back of Chair 3—nearly 465 acres of Mammoth skiing.

Snowmaking would mean that Mammoth could definitely open by Nov. 15 and stay open a little longer. It would also guarantee Thanksgiving and Christmas skiing, when skier interest is at a peak. A "lost" Christmas is very hard to recoup, and usually sets the tone for the new year.

As Mammoth long-range planners debate whether to plunge ahead, the ski area is getting its feet wet, so to speak. At the beginning of November last year, Mann's crew installed a "starter" snowmaking system in the Main Lodge area. A maze of above-ground pipes crisscrossed "Broadway" up to the top of Chair 1.

Only 40 acres of runs were covered—a mere fraction of Mammoth's 3,500 total. Still, every little bit helped. Last Thanksgiving, Mammoth needed to shore up a thin base after a two-foot storm opened the ski area in October. As Thanksgiving approached with no follow-up storm, the ski area began spraying snow every night.

The second winter storm arrived the Saturday after Thanksgiving—but it didn't snow again until the end of December! The snowmaking guns worked overtime during the Christmas holidays.

This season, Mammoth's experimental snowmaking system is "insurance" against another light winter. "Right now, we're learning all we can about snowmaking," said Jim Pettigrew, one of the Mammoth snowmakers.

Last winter, for instance, they learned that, due to an inversion layer that hung over the mountain from 4 p.m. to midnight, it was often colder at the *bottom* of Chair 1 than at the top. The difference was as much as 17 degrees in 800 vertical feet. The trail crew responded by making snow at the bottom until the inversion dissipated and colder temperatures prevailed at the top.

The ski area is also learning to make do with less snow. One priority each summer is planting grass and spreading tons of straw on the runs. This means Mammoth can open up with a one- and two-foot storm, which was the case last year. In the old days, Mammoth needed at least three to four feet to open up.

Will it Snow?

Sitting behind a home computer booted up with special weather communications software and data base, Howard Sheckter's fax machine receives the latest pictures from weather satellites.

Scheckter takes the technical U.S. Weather Service information and paraphrases it into layman terms for his weather broadcasts on KMMT radio and Channel 5. He also weaves in information from the regional forecast for the Central Sierra Eastern Slopes—the area from Bridgeport to Mammoth.

According to Sheckter, the Eastern Pacific has been warmer than normal, and the water off Southern California has been warmer by one or two degrees Celsius. Warmer ocean temperatures off the coast could allow subtropical storms to "hold together" a little longer, resulting in more moisture for the Eastern Sierra.

"But you know what I've learned in the last four years of drought? I've learned that long range forecasting is worse than a 50-50 proposition. The winter weather patterns don't really set up until late November. The U.S. Weather Service's three-month winter outlook isn't released until the first week in December. Their forecast has had the best track record in the last several years."

In the last 43 years, Mammoth has experienced one three-year drought (1959-61) and one four-year drought (1947-50), but neither one was as severe as the present dry spell.

The longest drought on record for the Eastern Sierra probably occurred around the turn of the century, Sheckter believes. San Francisco meteorological records reveal that in the 13-year stretch from 1891 to 1903, the Bay Area experienced 10 years of below-normal precipitation.

Is Sheckter willing to go out on a limb for the winter of 90-91?

"Are you kidding? Personally, I would like to think we'll have a wetter year because of the warmer water off the coast. But we're in uncharted territory now. I'm excited to hear that some areas of Australia and New Zealand's North Island have broken some long-term droughts in the Southern Hemisphere. In recent years, more often than not, their winters seem to correlate with ours.

"However, I'm very cautious about drawing any simple conclusions due to the complexity of long-term forecasting and statistical information. We could go six, seven, eight years with below normal precipitation. You just don't know."

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MAMMOTH—JUNE UPDATE

Brad Peatross

by Mike Yorkey

Thirty-five years ago, Mammoth Mountain owner Dave McCoy and a handful of employees were in a race against time. All summer long, they worked 14, 16 hours a day to ready Mammoth's first lift—Chair 1—by Thanksgiving Day. Early season snowfall hampered their efforts.

In the end, however, Chair 1 opened right on schedule: Thanksgiving Day, 1955. Since then, Mammoth skiers have returned every winter with expectations as high as Mammoth's summit: new lifts, expanded terrain, bigger lodges and more grooming.

But you won't find any new triples this season, nor will you discover new high speed detachable quads replacing some of the old double chairs. Don't expect to find a new warming hut, either.

Rather, you will encounter a mature Mammoth Mountain, a ski area already prepared for the '90s. Mammoth spent tens of millions in the '80s erecting a dozen new chairs, rebuilding Mid-Chalet from the foundation up, contouring and widening the best runs, remodeling the Mammoth Mountain Inn and Main Lodge, and purchasing the best snow-grooming machines money could buy.

In a sense, that's why Mammoth is staying with a pat hand—something Mammoth Mountain owner Dave McCoy doesn't like to do. For 40 years McCoy has plowed the ski area's profits into more lifts, bigger Sno-Cats and new buildings. But four consecutive seasons of below-normal snowfall—and a subsequent softening of sales at the ticket windows—has left Mammoth cinching its belt.

But if history is any indication, skiers will arrive in droves—as long as it snows. During the height of the gas shocks of 1974 and 1979, Southern California skiers rediscovered the bus. Families doubled up in station wagons. Skiers made fewer trips but stayed longer when they did come to the Eastern Sierra.

Joining the Club

Several ski resorts have announced ticket hikes for the coming season. Vail goes to $38 this year (up from $36), while chic Aspen just went to $40! Nearer to Mammoth, Squaw Valley will be $38.

Mammoth and June Mountain, though, will hold the line at $35 for a daily ticket. Mammoth skiers can further lower ticket costs by taking advantage of an attractive "frequent skier" discount program. The "Mammoth Club Card" is the successor to the "10X" ticket book, which saved skiers $60 on the purchase of a booklet of 10 lift tickets. With the Club Card, skiers will no longer have to fork over nearly $300 in "up front" money. Instead, the $59 Club Card allows them to buy a daily ticket for $25.

The purchaser starts saving money after only six days of skiing, and the skiing gets cheaper the *more* you ski: Those skiing 10 days pay an average of $30.90 per day; 15 days pay $28.90, and 20-day skiers pay $27.90.

A Family Way

Ski attendance peaked in the early '80s— partly because of the drought, partly because of the high cost—but Mammoth is starting to see encouraging signs that families with young children are returning to the ski slopes. As baby boomers have families and begin earning more, they are rediscovering the joys of skiing in crisp mountain air and terrific Alpine scenery. Mammoth handed out 20,000 complimentary tickets to kids under 6 last year, and the new Children's Ski Center behind Chair 1, with its all-day ski program for kids, has been a huge hit.

A U.S. Ski Association survey showed that 1.2 million persons took a first-time beginner class last year, and upgrading beginner lessons is a top priority for Dennis Agee, the new director of skiing for Mammoth Mountain.

"We're going to see that our beginners are well taken care of," said Agee. The ski area has revamped "Gus's Pasture," the beginner's learning center next to the Main Lodge gondola entrance. At Chair 11, a beginner's lift, one of the two runs was doubled in width. Down at Warming Hut II, the poma area has been widened and several runs off Chair 7 were upgraded.

Cowabunga, Dude

Snowboarders from San Ysidro to Santa Ynez whooped and hollered last year when snowboarders were welcomed side by side on the slopes with the skiers. The Great Experiment was a success, although the ski patrol had to "educate" a few snowboarders about the Skier's Responsibility Code.

"Overall, snowboarding went real well for us," said Pam Murphy, who estimates that 8 percent of last year's 1 million skier visits were snowboarders.

Mammoth has many natural half-pipes as part of its terrain, but snowboarders who want to ski the real thing must still travel to June Mountain, where a pipe will once again be constructed and groomed down the "Sunshine" run next to Chair J-2. The June half-pipe—which resembles a wide bobsled run—was the site of several special snowboarding events last year.

What else is new at June? A new intermediate run, "Chaparral," provides access from the J-7 lift to J-4, and widening and lengthening of several other runs will add 12 acres of skiable terrain.

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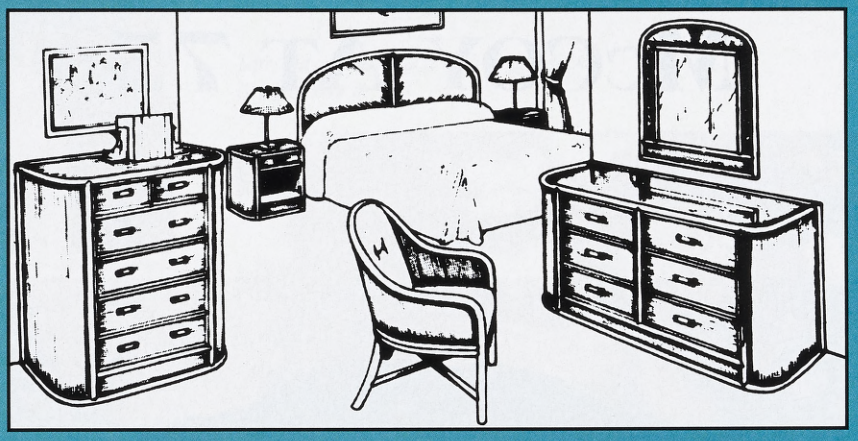

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McCoy At 75

Woolly Mammoth dedication

Brad Peatross

The father of Mammoth Mountain looks back

by Mike Yorkey

A week before his 75th birthday, I walked into Dave McCoy's fourth-floor office at Main Lodge. He apologized for the piles of planning documents and reports strewn across his desk. It was shortly after 9 a.m. on a sunny weekday morning, and McCoy had already been at his desk for two hours.

Through an open window I could see Chair 6 and barren "Broadway." Every few minutes, the floor rumbled as a gondola car—filled with tourists or mountain bike riders—left the Main Lodge for its 15-minute trip to the Mammoth summit.

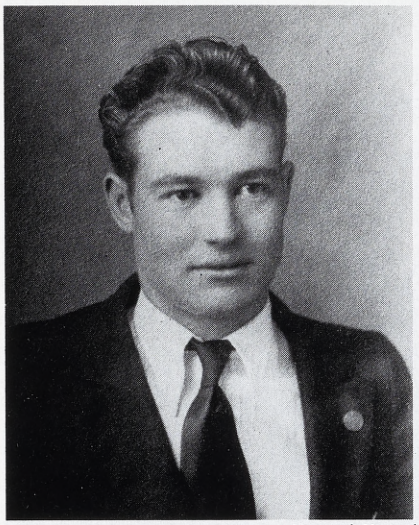
McCoy doesn't give many interviews, nor is he the type of guy who likes to shoot the breeze about "the good old days." "Today and tomorrow are the good old days," he has often said. He means it.

Yet when someone of McCoy's stature turns 75, it is interesting to look back and talk about the past. This interview focuses on McCoy 50 and 25 years ago.

50 Years Ago

In the winter of 1940-41, you were 25 years old. You were engaged to Roma. Can you think back to what lay ahead of you?

It's hard for me to recall what Dave McCoy was like at 25. I hardly know that guy anymore because I find myself changing all the time.



courtesy Mammoth Mountain

Left: Dave McCoy as a high school senior
Below: Dave in '39

courtesy Mammoth Mountain

I keep learning; I keep getting better insight. Even though I was really young, I had good direction as to where I wanted to be, and that's in the snow in the Eastern Sierra, doing what I'm doing.

When I met Roma, she fell in love with the same things I love, even though prior to our knowing each other, she was a vivacious, energetic, high school cheerleader. She had extreme capabilities for her age. She was always ready and willing to do something. I was a little quiet, but very strong in that I was headed for something.

I knew I wanted to work for the City of Los Angeles as a hydrographer, and I wanted it to take me to Mammoth. I wanted to develop Mammoth. With Roma, I wanted to have a friend, a partner. I wanted to have someone I could share my whole life with, and she was the one. We had a long relationship before we got married. We went together for four years.

I didn't have my parents or any family around. Roma had a sister, a brother, a grandmother, and a couple of aunts in the Bishop area. She was also dedicated to her grandmother, Frances Folk, who was ill and had to be taken care of. Frances was a beautiful person—really had a great history. She was one of the real pioneers who came into the area in a covered wagon.

[Note: In 1920, 65-year-old Frances Folk took in 6-week-old Roma, whose mother died shortly after giving birth.]

Of course, I didn't go beyond high school, but I took the International Correspondence Studies course. That qualified me to take the test for the job with the City of L.A. in Long Valley.

When did you get married?

May 10th, 1941. Just before we got married, we went down to Sack and Frances' (Roma's sister and her husband) in North Hollywood. We said we wanted to get married, and they replied, "Let's go to Yuma."

So we did. We drove over to Yuma, Arizona, and had a real simple marriage

courtesy Mammoth Mountain

ceremony. Then we came back to North Hollywood and stayed with them that night.

The next day, we decided to take a little trip. We had everything we owned in our '38 Chevy. We drove into Hollywood and went to a theater. We parked our car on one of the main streets, but when we came out, the car had been gone through and practically everything had been stolen.

We turned around and came right back home and grabbed our camping gear. Then we got permission from the City of L.A. to use the cabin up at Round Creek, near Tom's Place. So we spent our honeymoon up at Round Creek, but we started life together with absolutely nothing.

After the honeymoon, we lived in Bishop in a one-room apartment. I wouldn't allow Roma to work. I was making $135 a month and she had a good job at the bank or grocery store. Anyway, she quit her job and always wondered what she was going to do next. I got her a bicycle and always saw that she had plenty to do. On weekends she helped me with the portable rope tows I had going at McGee. Other times, we'd get up early and go hiking.

Dave, I have some photocopies of old newspapers. This article from the *Inyo Register* on Jan. 23, 1941, lists the snow reports for nine ski areas: Lone Pine, Independence, McGee, Mammoth, Crestview, June Lake, Lee Vining, Conway and Devil's Gate.

Actually there were 26 clubs or organizations that had little ski areas in the early '40s.

Here's the listing for Mammoth: "Road is open to Penny's. Chains carried, Tex Cushion dog teams and lift on call."

Tex had a little rope tow in Old Mammoth right next to where the Snowcreek Athletic Club is today. It went up a couple hundred feet.

But you were down at McGee Mountain at the time?

I got the permit to operate at McGee in '38. By '41, I had bought the portable rope tows from the Eastern Sierra Ski Club for $85. I had a permit to put the rope tows anywhere I wanted between Bishop and Mammoth. The reason I wasn't in Mammoth at that time was because the road was often closed in the winter. In the fall, though, we would borrow the Forest Service bulldozer and open the road to where the Main Lodge is today. But we had to do it early in the fall. We were obliged to watch the weather real close. If we decided it was going to snow, we'd come in and take everything out.

Because you couldn't get it out again?

That's right. But there was no such thing as "can't" or "couldn't" in those days. We did some unbelievable things with brute manpower. There's a lot of people who could tell stories about what we did to get in and out of this area.

This one is interesting, from Feb. 2, 1941. "Spring Trek to Top of Mammoth," about the experiences of a skier going to the top of Mammoth Mountain.

We did that often with the Eastern Sierra Club. We had some really dedicated skiers. We'd hike up to the top of Mammoth from the southeast side of it. We'd come up the road and then about where Chair 9 starts, we'd go on up.

Everyone used to stay at Penny's Tavern. I was sort of the organizer. The common thing for us in those days was to get up at 2 or 3 o'clock in the morning and hike in and go clear to the top of

courtesy Mammoth Mountain

courtesy Mammoth Mountain

Opposite: Early '50s rope tow
Above: Coach McCoy was a big influence on American ski racing in the '60s.

Mammoth. Then we'd spend all our time skiing "Cornice Bowl."

Then we'd ski out in the evening to where we left our cars. One time a guy got appendicitis on top of Mammoth. We didn't have toboggans or things like that in those days. I put him on my back and skied down Dry Creek to the little summit where Chair 4 is. That was the best I could do for a load like that.

Another headline from Jan. 2, 1941, says, "Skiers Swarm to Sierra Slopes. Christmas Weekend Attracts Many to Inyo-Mono Fields." Skiing was a pretty big thing 50 years ago.

You can't imagine what really happened in those days. In the late '40s and early '50s, before we had our first chair lift, we were doing more business with rope tows than major ski areas were doing with cables and chair lifts. That's why we got the permit to build Mammoth.

We would set up seven or eight of those portable tows so you could go up 600 or 700 feet on one and then grab another and go on up the mountain at different angles. One year, we went clear to the top of Mammoth with those portable rope tows.

Out of all those ski areas, we're left with only two today. Did you think back then that this would happen?

I always thought there was the possibility of all these areas developing.

Why's that?

Because everything was possible in those days. But there wasn't enough energy to carry on, because it was super hard work. We didn't have snowplows; we didn't have grooming machines back then. We didn't have the means to get back to where the snow was, so we had to move with the snow.

Here's a 1941 article that talks about houses built in Bishop at an average cost of $3,400. Was that a lot of money in those days?

A *lot* of money. We could have bought the house that Roma was living in for $250, but we didn't have it when we first got married. And afterward I was very narrow-minded—
what I really set my sights on was developing Mammoth Mountain.

Later on, when the ski area was going, I didn't want anything to do with real estate. I saw other ski areas where the owner tried to own all of the real estate around the ski area.

I wanted other people to own the land and do the developing. I wanted to use all of my energy on developing Mammoth. That way we would have a good relationship and we would always need each other, rather than the reverse, where one person dictates what everybody is going to have to do. I never wanted to be in that position.

25 Years Ago

This is something you probably discovered 50 years ago, but skiing is one of the few family sports that you can do with kids at a young age.

Penny and I were talking last night; she was competing at age 6. When she was racing down the slope she used to stop and say "Hi, Mom," and continue on her way. She went on to be a national and international competitor. But still today, she remembers those relationships with her mother and myself, growing up.

In 1965 and 1966 you were coaching your kids and the Mammoth Mountain Ski Team . . .

My oldest son Gary, was probably one of the best skiers of the bunch, and he's still one of the best I know. But Gary decided to get out of skiing because of the politics. That doesn't mean that he quit skiing, just the competitive end of it.

Was coaching Penny and Poncho in the mid-'60s the highlight of your involvement?

No, after they left the U.S. Ski Team I was still involved. I did everything I could for them, but when they got on the national team and when they were at their best, I had to let go because that's where the real conflict was. I was capable of bringing people up—but the politics

courtesy Mammoth Mountain

didn't allow me to go on with them. But I was always at the sidelines or near a phone.

The Mammoth gondola was built in 1965. How long was the gondola in the planning stages?

Probably not very long. I'm sure we just decided we were going to do it. The contacts were made, then we went to Europe to the manufacturer and saw how they were built. Then we came back and laid out where it should go.

The Bell gondola company felt that this was an extremely difficult project. They told me we needed a really long lead time to build something like this. I didn't see it that way. The Mountain needed it, and we were going to do it.

It must have been unusual for the Bell people to have someone approach them and say, "We'll build the tower and gondola cars ourselves." But that's what we did, and I designed the gondola cars myself. I told them how we wanted the towers engineered and we could build them here. Bell engineered the lattice work for the towers, which they were accustomed to doing.

We had the towers fabricated in sections in Salt Lake City and then we hauled them out. I'd go to Utah to oversee production of the towers: making sure everything was put together right. We'd get them here on the ground and rebuild them on the site. Then we lifted them up in sections. We put hinge-points on the towers after they were halfway up, and then used a D-8 Caterpillar to pull the top half on.

I'll never forget when the Swiss engineers for Bell came here they told us it would take several years to build the gondola. They didn't realize the ingenuity and the capability of the Mammoth boys. We did it over the course of two summers. In 1965, we went to Mid-Chalet. In the summer of '66, we went to the top.

Our next plan was to go to Red's Meadow. We would have run a cable tram that would have eliminated traffic and pollution. It would have been more environmentally sound to do it that way. Unfortunately, I didn't build it at that particular time.

But . . . hindsight never bothers me because I only learn from it and keep on going.

Now it's the 1990s and you are 75. What do you do to stay in such fantastic shape, such good health?

Well, I'm still enthusiastic and excited about expanding Mammoth because of all the knowledge I've gathered and the good people I have with me. We have the capabilities to do a good job.

Truly, all we have to do is look outside and how far we've come since the '40s. You can go out and see that Mammoth is always growing, always getting better. We know that we could do a good job if we built from here to June. Knowing that there is so much more to do extends my life and my energy because I want to do it. I don't want to leave it for somebody else.

You've skied at other ski resorts. Have you ever seen anything that you wished Mammoth had?

Mammoth really has the best of all things. It's an upside down cone so if you get to the top, you can ski a broad expanse. All the lifts are designed so you can travel and traverse downhill. You are always skiing downhill at Mammoth.

No, I'm not envious of any other area. I think we've gone along with slow, well-planned growth and we will continue that.

The town quite often gets ridiculed for not being a Vail or Aspen. Mammoth should not be like anywhere else. Mammoth is really a great place run by a lot of great people.

There's a lot of people who enjoy Mammoth day after day, week after week. This is where they come to ski. They go other places like Aspen or Vail to vacation once in a while.

For the skiers who ski Mammoth, Mammoth is their mountain. It really is, since it's owned by the public and it should be used by them. Mammoth shouldn't be made excessive or exclusive.

Some people wonder what a typical day is like for you. Do you work five days a week?

Me? I work seven days a week. Probably 12-and-one-half months out of the year. When I'm out skiing I don't carry a radio, but every four or five minutes somebody knows where I am.

What's your management style?

The door is always open all the time no matter what, unless somebody has something really private. I'm always available, always around. The department heads make their own decisions and do their jobs, so we have very few meetings.

I ski a lot, walk a lot, and ride my bike a lot. In the summer, I ride from Main Lodge to Red's Meadow, ride all over the mountain on bike trails, and between here and June.

How often do you ski during the winter?

As much as possible. I'm out on the hill every time I get a chance. I start my day on the hill, where I'm usually the first one up. I get around to see what wasn't done the night before. I'm always aware of everything that goes on around the hill, but I don't try to inject my thoughts or

courtesy Mammoth Mountain

Opposite: Dave and Gary McCoy
Above: Dave's birthday party
Below: Dave and Roma McCoy

family as well as employees who work for Mammoth Mountain.

Has the McCoy name been a blessing or a burden for your children and grandchildren?

I think it's been a good name. We're accepted among the employees as just being a part of the whole show. It's not like we've separated ourselves over and above them. Everybody is just whoever they are here. It's just a great relationship.

Representatives from big industry sometimes look us over, and they come away from here shaking their heads as to how this organization is run. They can't believe the accomplishments or capabilities.

We have over 50 departments and all of those departments are managed by highly skilled people. Most all of them are people who grew up though the organization and learned their skills to meet the needs of the job.

What's been your happiest moment?

Right now. Every day. I'm inclined to be a pretty happy person. If I had to pick a time, I'd say it's when I'm with my wife. Roma and I really enjoy each other.

You'll be celebrating your 50th anniversary next May. How have you and Roma been able to keep it together for 50 years?

It's never been a problem. For us, it's just total respect for one another. Helping one another.

Every personality deserves certain considerations and thoughts. There's no standard as long as you have love that's developed respect, friendship, willingness to share. Marriage isn't a 50-50 proposition. It's 90-10. You always have to give. And that's what the other person has to do, too. It's just how you really look at life.

"my thing" onto the management. Instead, I wait for them to ask me a question. Then if I see something that really needs to be taken care of, I'll say something, but that rarely happens.

Do you usually ski alone?

Usually, but quite often Roma and I will ski together. But if anyone wants to catch up with me or ski with me, that's all right. It can be a skier out of the general public or somebody from the organization.

I know you stand in lift lines. Why is that? Are you finding out what skiers think while standing in line?

I listen all the time. A lot of people have ideas—some of them are good ideas that can be put to work.

How often do you get recognized?

All the time. It makes it fun. I'm just another one of the skiers having a good time. The greatest enjoyment I get is seeing my family mold into the organization and families of employees. We're on our third generation in our

courtesy Mammoth Mountain

THE COLOR OF WINTER

Randy Lincks

Left to right:
Sun Ice and Nevica

Ski Fashion '91

by Hank Simpson

This year's skiwear will leave you breathless. Rich, deep, jewel tones, new neons, wild prints and textured fabrics are boldly color-blocked onto clothing with new form-flattering silhouettes.

"This year, there is an emergence of deeper, richer colors, and ski fashions are richer in decoration and texture," says the Queen of Ski Fashion, Barbara Alley. "Texture is everywhere. There are a lot of woven-in patterns, some floral or nature-oriented, some abstract."

The color story is basically this, though: practically anything goes. True, pastels are pretty hard to find this year, and neons are a bit less visible. Aside from that, though, you can find just about anything you want, from laser-sharp, metallic-colored fabrics to rich earthtones to colors described as spice tones, fruity colors, even basic black and white. And with contrasting trims and iridescent-weave fabrics, those colors really glow this year. A lot of last year's colors are back this year, allowing you to freshen up an old outfit with a new sweater or accent, and still be stylish.

Whoever said neon is dead hasn't been paying attention. New neon colors like neon coral are appearing this year, and the old neons are back as trims and accents. Dusty dayglo colors referred to as "washed down" neons show up in a couple of lines.

Whoever says *this* is neon's last year may be mistaken too. Neon has spread to uses in other sports—it would be surprising if these vibrant tones were not forever a part of the fashion designer's palette. Neon is like milk chocolate: kids love it, adults can't take quite as much, but everybody likes a taste now and then.

Prints are bigger than ever this year, and are combined in interesting new ways. The hardware look is back, too, and many collections sport snaps and zippers galore, with additional detailing in logos, decorative patches and other added accents.

Most skiwear manufacturers this year have "collectionized" their lines, each collection telling a unique little fashion story in colors, styling and accessories. Each collection is aimed at a particular

Suit by K2

Randy Lincks

Randy Lincks

segment of the market: kid skiers, women skiers, men skiers, extreme skiers, snowboarders, ski racers—even people who don't ski, such as the fashion hounds schmoozing on the ski lodge's sun deck. So buyers will be able to find something that fits their own skiing style, and usually in a range of prices. Color coordination among the many individual pieces in each line allows buyers to customize an outfit to their own tastes, and to do it from skin to shell and head to toe.

Style-wise, silhouettes are a bit slimmer this year. Shoulders are less exaggerated, jackets are slimmer and less puffy, and parkas are longer, to hiplength. Drawstrings and belting bring a more flattering focus on the waist this year, and in-the-boot stretch pants are still very popular.

Influences from outside skiing are making themselves felt, as designers create clothing that is more versatile, for active buyers who do more than just ski. Rock climbers, mountain bikers, runners, even ordinary mall-crawlers can be caught browsing in ski shops these days, looking for crossover activewear or just good looking not-so-active wear. The surf and skate crowd who entered winter sports as

Randy Lincks

Opposite: Reusch
Above: North Face
Below: Prima Sports

snowboarders have made their influence felt in the outrageous snowboard styles, which are themselves also influencing other skiwear.

Layering has taken skiwear out of the exclusive hands of downhillers. The components of a deep-winter outfit can be separated to serve as attractive leisure wear or high-tech and free-moving activewear of varying degrees of winter protection.

Price considerations are having an effect on designers, too, and they've responded by turning out some really beautiful, technically advanced economy ski clothing, like Nevica's Storm Control line (retailing in the $160-$200 range).

Of course, actively technical components are the season's biggest story, from familiar waterproof-breathable and wickable fabrics to heat generating fabrics like Solar Alpha (in the lines of Descente and Kaelin), and Optsensor fabric (from Nevica).

Many manufacturers have recently expanded from comfortable market niches into new territories. Hardgoods companies are getting more into softgoods now; others that have been traditionally into men's skiwear are getting into the children's and women's markets: Sun Ice presents the Kidski line this season and Kaelin introduces its new Kaelin Kids collection. Descent's Style 2 collection features an expanded women's line. Daren Howe of The North Face is excited about its hard-core technical yet flattering new Women's Extreme Gear, saying, ''We've put a tremendous amount of effort into putting together a ladies' line and making it look like The North Face.''

Randy Lincks

Koelia
TEST TEAM

Opposite: Kaelin
Above: White Stagg
Right: Suit by K2

If you're shopping for that new outfit this fall, you may have a hard time choosing one outfit from the crazy variety—ski fashion has gone wild. But all you really have to do is ask yourself, "Will I feel good in this?" As Helen Thompson of The Outfitter sport shop in Mammoth Lakes, Calif., says, "The new fashions are fun! That's all that matters. If you feel good, if you look in the mirror and say, 'Boy, I look terrific!,' I don't care what you're doing, you're going to have more fun doing it—and probably do it a lot better."

Hardworking Skiwear

When you hear the phrase "ski fashion," you really only hear two-thirds of what there is to say. "Ski" is obvious. "Fashion" is obvious. But what isn't obvious is the unspoken third part—the part that all too many skiers take for granted, because it's silent and invisible.

Really, an expert fashion designer could sew beautiful blocks of colorful bedsheets together and create a fashion ski outfit so stunning that perhaps even Cher might buy it to wear to a Celebrity Ski Event. But she would freeze her tight little buns off if she tried to ski in it.

Because the unsung third part of ski fashion is high-tech protection. The part that does its job only for the wearer, and has little to say to the onlooker.

Above: gloves by Reusch
Right: Meister sweater
Opposite: Sun Ice

Randy Lincks

Nevica

Randy Lincks

What Your Skiwear Does

Insulation is probably the oldest function of clothes. Since Gronk proudly settled the first bearskin on Ooma's shoulders, clothing designers have sought after ever-more-perfect insulations. Skiwear designers—and the fabric manufacturers that back them up—have come closest.

There are four ways the body loses heat: conduction (touching a cold object or exposure to cold air); convection (heat drawn off by wind currents—wind chill); radiation (the "glowing" heat from a warm object); and evaporation (moisture taking heat away when it dissipates).

Conduction can be slowed by trapping a layer of air close to the body. This is the main role of insulations. A tightly woven (windproof) fabric gathered close around the body will slow convection. Windproof shell fabrics serve this purpose.

Heat loss by radiation is best dealt with by reflecting it back at the body, and new metallized or ceramic-impregnated insulations seek to do this. Thermodry Plus from Gore-Tex, Aerozip III from Toray, and Asahi's L-Therm are all this kind of insulation.

Evaporative heat loss has always been a difficult thing to block, since human skin is full of pores that release moisture, and heat along with it. Modern ski clothing concerns itself with this in several ways. If moisture collects on the skin or

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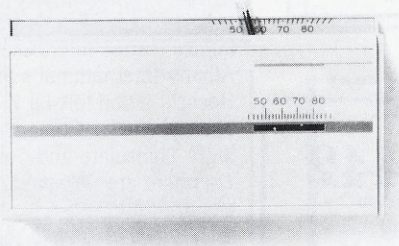
When you're inside, dress warmly and try turning the heat down a few degrees. When you go out, and at bedtime, turn the heat down to 55°, or to a low setting.

Close off rooms not being used. Close the drapes to keep the heat in. If you're not burning a fire, close the flue. If you feel any cold air leaking in, through cracks, vents, whatever, inform the manager.



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condenses inside the clothing, evaporation will cause it to be even more chilling to the body. Double-layer hydrophobic-hydrophilic fabric underwear actively wicks moisture away from the skin and holds it in an outer layer from where it can dissipate, so that a warm, dry layer of fabric is always next to the skin.

Water resistance and moisture permeability is the function of "waterproof-breathables"—fabrics with membrane laminates like Gore-Tex, coatings like Entrant, or microfiber fabrics with various names. All allow inner moisture to escape rather than condensing inside ski clothes and soaking through to the skin. All depend on the fact that water *vapor* consists of tiny molecules, while water *droplets* are thousands of times larger. Pores in the these fabrics allow the vapor to pass out while keeping the droplets from getting in.

Down and wool, the original natural insulation materials, have been replaced in many uses by artificial fibers. Polyester can be spun into thin fibers, which when bunched together form a fluffy mat that traps dead air and heat very well. Polyester has advantages over wool or down in that the fiber itself absorbs very little moisture. It can also be compressed for very slim insulations, allowing greater freedom of movement and, in skiwear design, more flattering silhouettes.

Du Pont's Thermolite and Thermoloft fabrics feature interlocked polyester fibers. Albany International's Primaloft and Hoescht's Comfort Fil 7 (Polarguard) are other polyester filament insulations, while 3M's Thinsulate and Concept III's Thermore are polyester and polyolefin blends. All of these work by trapping air between the bunched-together fibers. The hollow polyester fibers of Du Pont's Quallofil go one step better by also trapping dead air within themselves.

Solar fabrics like Solar Alpha used by Descente and Kaelin, Sunlock used by Spyder and Optsensor used by Nevica are an entirely new wrinkle in warmth. These fabrics catch the light of the sun and change it to heat, which they then capture next to the body, raising the temperature, some claim, by as much as nine degrees.

For the serious skier, high-tech clothing is becoming serious equipment. Maybe someday soon NASA will notice that ski fashion designers are unwittingly treading on their turf, approaching from an unexpected direction the perfect space suit. A suit that protects the human skin and body from extremes of temperature and a hostile environment, while keeping the wearer comfortable as a spring day. And going several steps farther by being attractive and tasteful, by being lightweight and flattering to the human figure, and by allowing the snowfarer the supreme freedom of movement that skiing—and perhaps spacewalking—demands.

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Forgotten Ski Areas Of The Eastern Sierra

Early skiers had more than two dozen choices

by Andy Johnson

Imagine picking up your morning paper and reading in the ski report, "Independence: All lifts operating at Onion Valley with 24 inches of packed powder and two inches of fresh snow. Road is open, chains necessary." This report was real in 1948, and "all lifts" meant two rope tows complemented by a new lodge and a lunch counter. Onion Valley, 120 miles closer to Los Angeles than Mammoth Mountain, was a tremendous asset to early southland skiers on their way to the slopes.

As early as 1939, ski reports for the Eastern Sierra included "uplifts" or rope tows at Whitney Portal near Lone Pine, Glacier Lodge west of Big Pine, Little Round Valley just north of Tom's Place, and McGee Creek, just a few miles south of the Mammoth Lakes turnoff.

McGee Creek was by far the early schussing Mecca of the eastern slope. It offered the best lifts and the best skiing of the day. Mammoth pioneer and dog sledder Tex Cushion and Union Pacific railroad heir Cortland Hill started the lift operation in the late 1930s. But as snow patterns changed and state and county road crews kept more highways cleared of snow, Dave McCoy, an ambitious young man in love with a new sport, took a simple portable rope tow from the side of McGee Mountain, moved it to where the snow and slopes were better and built a fledgling ski area on the slopes of Mammoth Mountain. Avalanche-plagued McGee lost out: today, a tree grows where the ski lodge once stood, and the McGee Creek Inn stands waiting for another chapter in its story.

But there were many others equally in love with skiing, and who built their own portable—and sometimes permanent—uplifts elsewhere in the nearby Sierra.

Less than a mile north of McGee Creek, Nan and Max Zischank operated the Long Valley Resort, utilizing a barracks built by Los Angeles Department of Water and Power. The structure had been moved from the diversion tunnel construction site near June Lake and remodeled by the Zischanks. Having wintered in Mammoth before the roads were kept open, the Zischanks were avid skiers. They built a short rope tow across the highway from their resort. Avalanches constantly threatened their home and business, but their winter luck held long enough for them to retire and move to Bishop. In fact, the resort building still stands, serving for many years as the Normandy Inn restaurant and now as a private home.

Avalanche-plagued McGee lost out: today a tree grows where the ski lodge once stood, and the McGee Creek Inn stands waiting for another chapter in its story.

Several lifts on Mammoth Mountain preceded Dave McCoy's operation. In 1940, Lloyd Nicholls, a Mammoth pioneer and entrepreneur built a rope tow along Lake Mary Road near today's chairs 15 and 24. After World War II, Hans Georg built a ski hut just below the Chair 15-24 bridge and operated two rope tows and a ski school in the same location. Still another lift operated by the Davison family ran from Lake Mary Road up what is now Davison Road toward what is now Warming Hut II.

With the portable lift it was possible for Dave McCoy to set up wherever the road was clear and the snow was good. The slopes east of Mammoth Lakes near the current Mammoth County Water District facility were a popular spot, as were many places along Minaret Road where McCoy later based his current lifts.

Crestview Lodge, along Highway 395 a few miles north of the Mammoth Lakes turnoff and within sight of Mammoth Mountain, hosted skiers beginning in the mid-1930s. The lodge drew local skiers from as far as Lone Pine 100 miles to the south and Bridgeport 50 miles to the north. The mountain folks mingled with dozens of Southern Californians and Hollywood celebrities who made the long, arduous journey up old Highway 395.

Smooth four-lane highways cleared by powerful snowplows were not part of the early skiing experience—just getting to Crestview was an adventure all its own. But once the "flatlanders" made it to Bishop and up the old Sherwin Grade through Rock Creek Canyon to Crestview, the fun really began. In addition to skiing, snowplay included sledding on the slopes as well as flying around the flats on early snowmobiles powered by Henderson-X motorcycle engines and propellers. The fun carried on after sunset with torchlight parades on skis followed by dancing in the lodge to live music provided by Lee Vining's Hess Family Orchestra.

As the snow level receded, the rope tow was hauled a mile up the highway to Deadman's Summit where north-facing slopes and bowls held snow much longer than the southern exposure adjacent to Crestview Lodge. The Mammoth Mountain Ski Club held its 12th annual Costume Easter Egg Hunt on skis at Crestview in 1949. The event also featured barrel stave races, costume contest and of course, an Easter Egg hunt.

In 1950, Chuck Osborn of June Lake built a 1200-foot rope tow powered by a Ford V-8 just north of Deadman's Summit near Wilson Butte. Osborn had been operating Dream Mountain Ski Lifts across from the Carson Peak Inn in June Lake since 1945. Formerly called the Fern Creek Lift, it was first built in 1937 by Duffy Conn. When Osborn took over the operation, he built new lifts with two rope tows serving longer runs. But when plans went ahead to build chair lifts at the current June Mountain location, the Forest Service cancelled Osborn's permit.

Early skiers above Lee Vining. Mono Craters in the background. courtesy of Wally McPherson

The Flying Skis Five-Mile Carson Peak Run was a race that finished at the base of the Fern Creek lift. In its day, this was one of the longest, most difficult downhill courses in the world. Getting to the 11,000-foot starting line on Carson Peak took nearly five hours. The downhill blast took between five and 10 minutes for most competitiors.

In 1939, Lee Vining boasted its own municipal rope tow accessing the slopes overlooking the town. With splendid vistas of the then-much-larger Mono Lake, the Mono Ski Club and visiting skiers enjoyed the mountain serenity as they rode up the hill to the hum of an electric-powered tow motor. Most lifts at the time ran to the staccato putt of a converted automobile engine.

Augie Hess, a member of the Mono Ski Club and operator of the Lee Vining rope tow, moved another tow from Conway Summit to Lee Vining and extended the run farther up the hill to more slopes.

Conway Summit, overlooking Mono Lake and Bridgeport, offered wide-open slopes and deep snow. Sig Engl and Ed Heath began operating a rope tow there in 1939, and in 1940, Wally McPherson came in with a new lift.

"That lift was powered by a 1927 Hudson engine," McPherson recalls. "I put a cat-head on the driveshaft so the rope would move the same speed as the wheel speed used to be. When I had the speedometer hooked up I could tell how fast the rope was moving. I put Hans Coleman and Augie Hess off the top of that lift at 70 mph one day. Put them farther up the hill after they let go of the rope. But that was the extreme—we usually ran it at 10-15 mph."

Events around the world interrupted the development of skiing—and McPherson's career—before the winter of 1941-42. "Along about that time we got into a war. So Ed ended up in the ski troops, Hans Georg ended up in the ski troops, I ended up in the ski troops; everybody that you can name that was a skier in the United States was in the ski troops. We were a division, 12,000 men."

After World War II, other international events continued to impact the growth of skiing. Thousands of displaced Germans, Austrians and Italians emigrated to the U.S., bringing their skiing skills, equipment, technical knowledge and enthusiasm with them. The sking boom in the United States had started and, to prove it, American Andrea Mead Lawrence won an unprecedented two gold medals at the 1952 Oslo Winter Olympics.

In 1958, 50 skiers, mountaineers, conservationists, architects and builders formed the Inyo Ski Survey. Their purpose was to support existing rope tow operations and develop an alpine winter resort based in Onion Valley and extending into the Robinson Basin.

Among the leaders of this team were Tommi Tyndall and Doug Pfeiffer, co-directors of the Snow Summit Ski School in Southern California. Their initial plans were to extend three lifts up Robinson Basin, a northeast-facing snowpocket ranging from 9,200 feet at Onion Valley to over 12,000 feet at the crest. Runs would be two to three miles long once the plan was completed. Tyndall and Pfeiffer found the average snowpack of the basin in February 1959 to be four to six feet with maximum depths of 85 inches.

When the Inyo Ski Survey made its proposal, part of the ski-area-to-be was within the High Sierra Primitive Area in the Inyo National Forest. The Survey proposed changing the existing wilderness boundary to exclude approximately 480 acres and allow the development of the ski resort, but the project died when permission was denied.

Existing rope tows at Onion Valley operated on a permit issued to Ski Survey team members O.K. Kelley and Vic Taylor of Independence. Kelley and Taylor, along with their wives Anna and Eleanor, had been operating a rope tow in the region since the late 1930s.

Today, 82-year-old Anna Kelley vividly recalls her skiing days. "My husband O.K. Kelley rebuilt a Model A Ford engine and put it on a trailer. We'd haul it up the hill to where the snow was. The first hill with a rope was the saddle just above Seven Pines. As the snow would recede, we would hitch the tow motor to the car and follow the snow up. This was the infancy of skiing in the area—I think this was where Dave McCoy learned to ski. It was before he worked for Water and Power—he was washing dishes in a restaurant here in town."

Bob Gracey, Anna's younger brother, grew up on skis, making his first tracks at the age of eight. Born at the Kearsarge Station, just east of Independence, he now resides in Independence, operating Austin's General Store. Bob also vividly recalls his skiing days.

"I lived with my sister Anna and her husband O.K., so I was part of running the lift. In the morning I would be one of the first up the hill to get the rope out of the snow. Then I would ride the tow up to get the first track good and straight. When people banged themselves up, I would go up the hill and haul them down.

"We used 'nutcrackers' to grip the rope. They were two short metal handles with a hinge that we would fold over the rope and squeeze together. It was attached to your belt so you could just lean back and ride up the hill. There was another device like a fork that you slipped over the rope and then leaned back against. The problem with those was that you had to be able to pull yourself above it to get loose at the top. If you didn't, you could get pulled into the bullwheel.

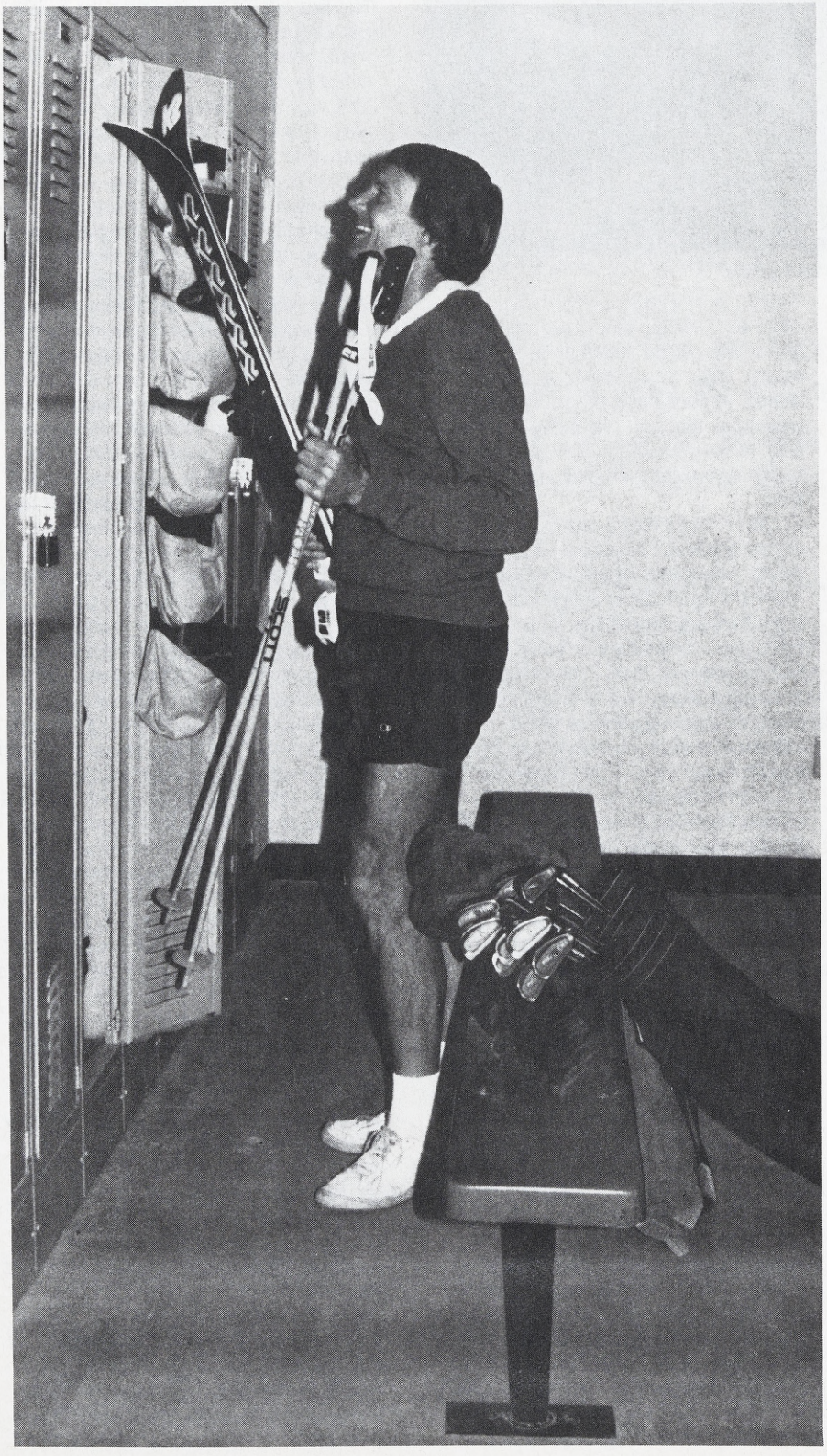
"O.K. was the only one that wasn't a skier; he was a mechanic, very inventive and ingenious. The Forest Service wanted us to install an emergency shut-off in case someone got caught in the rope, so O.K. rigged a spring-loaded board setup at the top of the tow that would cut the engine when somebody hit it."

The platform where O.K. and Anna set the motor is still there in Onion Valley. If you look down from that platform, you'll see the slopes of the once-famous ski area. No skiers grace those slopes, today, though—times have changed. Bob Gracey is still active as a volunteer in support of the Owens Valley school skiing program, but of those early ski areas, only one remains—the combined Mammoth-June Ski Resort. The images of those golden days of the beginning of skiing, however, are still bright in the memories of the Eastern Sierra's skiing pioneers.

Did You Say Par-3 Or Chair 3?

Skiing and Golf on one trip

by Mike Yorkey



Hank Simpson

John Delaney must be a strange sight to any skier watching him ride up Chair 3.

When Delaney sits on a lift, he likes to slip one pole under his left leg and grip the other pole like a golf club. With his Gore-Tex gloves on, Delaney takes slow, precise backswings, checking his mechanics like a restaurant critic studying a new menu.

"I like to turn my shoulders and get a physical feeling for the swing when I'm riding the chair," explained Delaney, a 45-year-old Long Beach resident who plays to a 2 handicap. (In case you're wondering, that means Delaney is a *really* good golfer. Two handicappers usually shoot in the low 70s—better than 99.9 percent of the rest of us duffers.)

Delaney is the first to admit that skiers might find it rather odd to see some guy studiously swinging a ski pole. "It *is* kind of strange to be thinking about golf when you're sitting on a Mammoth chair lift above all that snow, but it's fun," he said. "As soon as I get off the chair, however, I get focused back on my skiing and what kind of turns I want to make."

Delaney mixes the two sports every spring, just after Daylight Savings Time has kicked in. This is Delaney's routine: He skis Mammoth until 2 o'clock, returns to his locker at Main Lodge, yanks off his ski boots, changes into shorts and polo shirt, grabs a sandwich and hits the road for Bishop.

When Delaney pulls into the Bishop Country Club, he heads for the practice range, where he hits balls for an hour. Then he goes out on the 18-hole course and plays until dark.

"I *love* to do that when the days get longer," said Delaney. "I play a lot of golf tournaments in the Los Angeles area every summer, and I use that time in Bishop to get my game in shape. It may still be winter in the mountains, but it's summer down in Bishop. The grass is green and the leaves are on the trees; it's just magnificent."

The Big Boom

What could be more magnificent than striking a golf ball in the fading sunlight after carving turns all morning? Nothing, reply dozens of golf-crazy Mammoth locals. Golf interest has exploded in recent years in the Eastern Sierra—paralleling the national golf boom.

It seems like *everyone* got into golf in

the '80s. In the most recent five-year period surveyed (1984-88), the number of golfers in the U.S. rose from 17 million to 24.7 million, an astonishing 45 percent increase. Since 1970, the number of club swingers has jumped 121 percent.

It isn't easy being a Mammoth golfer, though. The only course within an hour's drive of Mammoth is the Bishop layout at the south end of town. The Bishop Country Club lies next to U.S. 395, and in recent years has become so busy that more than a few passing cars have been struck by shanked hits. (On the second hole, which parallels U.S. 395, a new pond was dug between the fairway and the highway, forcing players to hit *away* from the water—and the passing motorists.)

The Bishop Country Club is semi-private, which means anyone with a set of clubs can walk up, pay the $18 greens fee ($14 on weekdays) and play 18. But as any Mammoth golfer will tell you, it's hard to reserve a morning tee time from April to September. The club is full at 435 members.

If you want to buy a membership, you'll have to purchase one from a departing member. The going rate: $3,500. Five years ago, a membership could be had for only $600. Quipped Mammoth golfer Dennis Agee, "It's the only thing I bought in my life that appreciated—and I can't sell it!"

It can be snowing in Mammoth, but warm and sunny at the Bishop Golf Club.

Almost nothing keeps Agee and several dozen Mammoth golfers from playing year-round in Bishop. "Sometimes it's snowing like hell in Mammoth but you can go down to Bishop and play in a warm sweater under sunny skies. If you wear the right clothes—warm pants, sweater, vest and a long-sleeve shirt—the cold is no problem."

Actually, the Bishop course is unplayable for only two, three weeks each winter. On rare occasions, a snowstorm will shut down play, but more often, freezing winds whip off Mount Tom and rake the course.

The winter grass turns brown and lies dormant, of course, but golfers generally approve of this, since drives roll up to 20-30 yards longer. "Winter rules" also apply: golfers can bump the ball up to six inches to improve their lie. "Your handicap can definitely go lower in the winter," said Agee.

For years, the Bishop course was just nine holes, but in 1983, the course unveiled the "back nine." The grass on the new holes has matured nicely over the years.

Delaney, whose home club is the world-renowned Riviera (site of the Los Angeles Open) in Pacific Palisades, described the Bishop course as "fairly good."

"They don't have a big budget like a lot of clubs, but it's a nice little course. I like what they've done," he said.

Soon, Mammoth golfers and visitors won't have to drive to Bishop to test their skills. The nine-hole Snowcreek golf course along Old Mammoth Road *could* open next summer, but only if Mother Nature cooperates.

Last summer was supposed to be the season when the grass on the Snowcreek layout took hold. Instead of a warm spring, however, cold, windy weather blew grass seed toward the Owens Valley. The drought also took its toll; watering restrictions made it difficult to get the grass to germinate.

Meanwhile, John Delaney is looking for anyone to join him for a morning of skiing and an afternoon of golf.

"You tell everyone to look for the guy on the chair lift who's holding his ski pole like a golf club."

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As famous as Mammoth is for its skiing, the town has an equally high reputation for its dining. From hearty "mountain" breakfasts to crystal-and-linen elegance, Mammoth cuisine *pleases.*

Quaint breakfast cafes stir the morning with aromas of freshly brewed coffee, freshly baked breads, sweet rolls and flaky-fresh croissants. Specialty muffins, piping hot, come in mouth-watering flavors, from juicy blueberry to coconut-peach. The old breakfast standbys—bacon, sausage and ham, with eggs cooked *your* way—sizzle on open grills. Choose from omelettes, eggs Benedict, or whole-wheat pancakes. Have a side of potatoes, home-fried or with two cheeses. If you're in the mood for "something different," try squaw bread french toast, a breakfast burrito, eggs with smoked pork chops, or eggs Monterey.

After a morning ski fest on the slopes, satisfy a hungry appetite with hearty lunch fare from quarter-pound hamburgers and french fries, steaks and onion rings, or New York-style submarine sandwiches. Homemade soups and chili warm a chill nicely, and hot or cold sandwiches can be added for a full meal. For lighter fare, crisp greens are available from complete salad bars. Not to be forgotten are the pizza wonders of Mammoth—choice favorites such as original hand-thrown pizza; old-country Sicilian style, thick and hand-rolled each day; deep-dish pizzas; the hand-warming "pizza-pocket" calzone; a sourdough crust topped with sun-dried tomatoes; even a freshly made extravaganza of secret sauces, grated cheeses and piled toppings you can take home and bake yourself.

If you are a do-it-yourselfer, several Mammoth delicatessens offer an international selection of cheeses, meats, cooking ingredients and fine California wines.

The crowning touch to your day of winter fun could easily be a visit to any of Mammoth's fine dinner houses, where your tastebuds will be tempted by everything from fresh catches of the sea and sushi to exquisite continental cuisine. Indeed, in a one-week vacation, you'll be hard put to sample all of the town's spectacular dinner specialties, which include juicy char-broiled steak, tender prime rib, fresh seafood, poultry, pasta and ribs. Fish, offered as a nightly special, is grilled fresh, or broiled boneless over mesquite charcoal. Alaskan king crab can be served alongside roast honey duck or chicken oscar. Duck a l'orange, teriyaki chicken, and beef stroganoff vie for a place on your plate.

And yet, all this is but a prelude to the feasting possibilities. For Mammoth boasts some of the area's finest cultural cuisine: oriental delights from China and Japan, like shrimp in lobster sauce, mooshu pork, Szechwan chicken, tempura and sukiyaki; Old World favorites from Germany like wienerschnitzel, sauerbraten and the Austrian bauernschmaus, or "feast for two;" Italian-style veal, lamb, pork and beef, with classic Italian spaghetti, lasagna, and spinach-cheese canneloni; the flavor of Mexico in homemade tamales, burritos, enchiladas, chile verde and shrimp tacos; and a blend of Swiss and French delicacies in veal normande, salmon poached in champagne, venison with chanterelles mushrooms, beef tenderloins in morel sauce, and boneless duckling breast on a coulis of raspberries.

If you still have room for dessert, consider: ice cream comes in 40 flavors; delicate confections from chocolate shops long to melt in your mouth; and homemade pastries include apple strudel, mud pie, velvet cheesecakes, and decadent mousse.

Finish the night with evening cocktails, music and dancing in the relaxed, friendly atmosphere of Mammoth's cozy bars and lounges. Entertainment is a true treat, ranging from the music of live bands and light-studded disco to the easy listening of jazz. Sports fans will be delighted to find, in many of the local bars, big-screen viewing of current sports events and contemporary ski videos.

With these culinary pleasures awaiting you, let the Dining Guide assist you in making dining selections. Have a grand time!

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before technique, beyond equipment comes

SKIING WITH YOUR MIND

by Hank Simpson

"I always tell people that skiing is about 10 percent technique, 10 percent equipment and about 80 percent mental," says Larry Maurice, veteran ski instructor at Mammoth Mountain.

In learning to ski—or learning to ski better—the part that learns is not your hips or knees. It isn't your boots or your skis, either. The part that really does the learning is your *brain,* and your brain, poor thing, is trapped up there in your skull with your mind. And that's the whole problem.

Because if your mind is *helping* you learn, you will advance faster, suffer less from performance plateaus and enjoy the challenge of skiing more. But if your mind is full of things that work against you, you will forever fall short of the maximum performance which your actual athletic potential makes possible for you.

There are several good books that focus on the mental aspect of skiing. The best-known might be "Inner Skiing" by Timothy Gallwey and Bob Kriegel, and "Skiing Right" by Horst Abraham. "Skiing Right" is the official book of the Professional Ski Instructors of America, and teaches instructors to deal with those important mental factors in their clients. Both books talk about a variety of mental influences in skiing. These influences can be negative—things that hurt skiing performance—or they can be positive—mental tricks and techniques that can help skiers make noticeable, even dramatic changes in their skiing.

Here are a few things to think about if you want to reach your ultimate potential as a skier.

What Do You Want?

One thing you have to ask yourself at some point is "What do I want to get out of skiing? Why am I really here? This is a question you *have* to answer for yourself. Nobody else has the answer for you—not your mom, not your husband, not your buddies, not even your ski instructor. Enjoyment is not the consensus of a committee. It happens within the individual person only.

The simple fact is that enjoyment comes as a natural result of doing something *you* value. If you are doing a thing to make somebody else happy (fiance, friend or parent), you will get the payoff—the enjoyment—only if you *do* manage to make them happy with you.

Brad Peatross

Brad Peatross

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And we all know that this can be practically impossible. It's as if you've put a referee between yourself and pleasure. On the other hand, you can dispose of that annoying middleman if you do the activity *you* consider fun. Ski (or don't) in the way that *you* find pleasing. You'll feel the enjoyment from your own performance, and not because you got high marks on somebody else's score card.

"You have to determine why it is *you* want to be here," says Larry Maurice. "Is it for the clothes? Is it for the social part of the sport? Is it for the natural scenery and fresh air? Is it for the ski area ambience? Is it for the skiing itself, and making good tracks? Or is it all of those things?"

Figure out what facet of skiing is important to *you.*

What Are Your Expectations?

"I have to be sure that a client's expectations don't exceed their abilities," says Maurice. "People say, 'I want to do flips off "Cornice," ' or 'I want to ski the bumps bip, bap, diddy-boom.' I say, 'I can teach you that. But we're not going to be able to do it in an hour. We're not even going to do it in a day.'

"People see hot skiers all the time on the hill and say, 'I want to ski like that.' That's like hearing a concert pianist and wanting to play like him. This is a guy who's put in nine hours a day for years and years. I say, 'Well, that's not a realistic goal.'

"So I work with them. Maybe first we set the goal of linking just six turns down through the bumps. If we can accomplish that, then we go to eight. If you set goals that you can realistically reach, at the end of the day, rather than being discouraged, you'll be more relaxed and confident about your ability to learn."

What Are You Saying About You?

Self talk is one of the most important parts of mental skiing (or mental *anything).* For most people, whether or not they notice it, there is a constant stream of evaluation and criticism flowing in the mind. This self talk flows out of—and reinforces—the self image. Listen to yourself next time you're skiing, and say out loud the things you find in your head. You may be surprised to hear things like, "I'll never be good on the bumps." "I'm just not a natural athlete." "This is so much easier for men than women."

Most people say these things not once, but over and over and over throughout the day, like some kind of reverse mantra. They actually program limitations into themselves. They unconsciously command themselves not to improve. The good news is that you can reverse the trend and program yourself to succeed.

Or you can sidestep the whole process. There is a subchapter in "Inner

Skiing'' called 'Self Image as an Obstacle,' where the author relates the story of a woman in an intermediate class who was dissatisfied with her performance. He asked her to demonstrate for him the performance that *would* satisfy her, and she surprised the class—and herself—with a powerful, spontaneous run.

She had an image of the kind of performance she was capable of, and she was a prisoner of that image. Only when she *pretended* to be a better skier was she able to break out of that self-imposed narrow self image.

What Are You Afraid Of?

What are most people afraid of? ''Falling. Breaking something,'' responds Heika Pfeiffer of the Mammoth Ski School. ''I have a lot of women clients who have the gut-level feeling that a fall will injure them.'' As an instructor, Pfeiffer tries to work around these fears by making a personal connection with her clients right away, talking and laughing with them, sometimes not talking skiing immediately. The trust that develops allows her to coax clients to go beyond their personal limits.

Skiers on their own experience fears, too, though: of falling, of looking ridiculous, of heights. A good approach in those cases might be to take at least one ski school lesson and specifically ask the instructor, ''How can I deal with this particular fear?'' The therapy might be a distraction—a way of thinking about some other aspect of skiing. In the case of falling, the solution might be to ski within your limits in order to minimize falls, or it might be just to go ahead and fall a few times to learn that it doesn't hurt.

What's Going on in Your Head?

Imagery: In ''Skiing Right,'' an instructor relates the technique of ''role playing.'' If a skier is willing to closely relate to the image of himself as a World Cup skier, say, his performance can change dramatically and suddenly. One woman wanted to ski more aggressively, and selected the gorilla as the epitome of aggressiveness. She took a run as a gorilla, with a phenomenal improvement in movement and strength.

Mental rehearsal: Unless you're rich or live in a ski town, you can't always be out there on the hill. Larry Maurice says, ''I always give clients drills and exercises to do at home, both physical and mental.'' Why? Because you can actually learn to ski better by thinking about it, by practicing in vivid mental images.

Experiments with test subjects practicing a sport mentally showed that mental practicers sometimes improved performances almost as much as subjects who practiced the sport physically. And the good thing about skiing in your mind is that you can do it anywhere and anytime.

Non-judgmental learning: This is closely related to self-talk. If you constantly tear apart every little movement, running a continuous critical commentary on your performance, kicking yourself for doing it ''wrong,'' each time, you actually distract yourself from learning what it feels like to ski in different ways. And that learning what different modes of skiing feel like (experiencing more fully your body mechanics) gives you the wide experience you need to be able to choose the ''correct'' (most efficient) set of movements for the particular kind of skiing you're aimed at. Shutting down that internal critic is a big part of what ''Inner Skiing'' is all about.

Who Are You Comparing Yourself To?

Comparison is one of the oddest things humans do. There must be some evolutionary advantage in it or we wouldn't all engage in it so habitually. But there are some big disadvantages when you compare yourself with others.

You can get a lot of nasty kicks out of snickering at skiers who are not as good as you. But it's a waste of time to do this, because it won't improve your skiing one bit. Or you can compare yourself to better skiers and feel bad. That won't help you either, and it may actually hurt by discouraging you or getting you into a vicious cycle of negative self-talk.

The thing you have to realize is that *you* are totally unique. Unless you aspire to race professionally (most of us *don't),* you are in an entirely different class from any racer. There is no ''best skier'' in the world. It would be silly of you to measure yourself against Glen Plake, because he is truly one of a kind. But so are you and so is everybody around you.

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Londie Padelsky

Brad Peatross

From beginner to expert without fear

You are no Glen Plake. But then, if you were talking bodybuilding instead of skiing, Plake is no Arnold Schwarzenegger. In fact, if you compare him critically as he is today with himself at the peak of his competitive days, even Arnold Schwarzenegger is no Arnold Schwarzenegger. Ten years from now, Glen Plake will be no Glen Plake. Negative comparisons are worthless because they don't prove anything.

"One of my favorite examples from a couple of years ago," says Pfeiffer, "is a woman who was recoving from lung cancer surgery. When she came up here, she could hardly breathe, much less ski. Now she's a parallel skier. She's very slow, she makes maybe half a run before resting, but she's really happy with it. She doesn't want to be a hot dog. I think she's a good example for most beginners."

Says Maurice, "I always tell people 'Everybody skis the same in the bar.' You don't know where the skier's smile came from. It could be from cutting a lot of hot turns off "Cornice Bowl," or it could come from making only one or two turns on "Sesame Street."

"You have to get out of this sport what it is that's good for you. Don't use other people as your yardstick for success."

And, as Pfeiffer says, "Whatever you're doing, if you feel good about yourself, that's what it's all about."

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John Moynier

Of the many forgotten ski areas of the '40s and '50s, some are less forgotten than others. And some that never *were* ski areas still attract a small, loyal group of hard-cores who come to hike and ski the edge of the wilderness, miles from the nearest ski lift.

A few dozen locals spend spring weekends three-pinning on the snow-filled chutes, gullies and faces of the high mountains between Bishop and Mammoth. In search of perfect, untracked corn snow and the solitude of the peaks, they are up before dawn, occasionally even donning crampons or swinging an ice axe to ascend frozen corn. A typical ascent starts in the sagebrush at road's end and wanders along a glacial moraine before reaching the steep stuff.

And sometimes it's very steep, like the 40-plus-degree slope of Wahoo Gully. Sometimes, too, it's very narrow, like the 20-foot-wide bowling alley on Birch Mountain. That means different techniques in addition to the graceful telemark seen on the groomed slopes of Mammoth Mountain. In the backcountry, the good skiers are performing jump telemarks, gorilla turns, windshield wipers and parallels out of necessity.

Here are a few of the peaks and slopes that draw the "pinheads" out onto the heights above Bishop every spring:

- Birch Mountain (13,665 ft.)—a 6,000-foot drop from summit to snow line.
- Mount Gilbert (13,103 ft.)—a broad bowl high above the South Lake drainage.
- Wahoo Gully—a steep, narrow slot dropping from the Checkered Demon, just south of Mount Humphreys.
- Elderberry Canyon—a giant, curving canyon on the northeast flank of massive Mount Tom.
- Rock Creek Canyon—any of a number of chutes and bowls high in this drainage.

To find out more about these and other areas, or for the latest news on conditions, your best bets might be Wilson's Eastside Sports in Bishop or Rock Creek Winter Lodge at Rock Creek.

Some knowledge of avalanche dangers is a must, and traveling with experienced partners is a wise move. Skiing the backcountry is hazardous. You can get hurt and there's nobody to sue. But for an adventure on untracked slopes, for an experience of skiing in the quiet and solitude, many skiers think of the hazards as an acceptable price, even part of the allure.

Above: Tim Forsell below Bear Creek Spire on a two day pack
Opposite: Treasure Lakes

John Moynier

John Moynier

John Moynier

Above: Touring towards Red SlatePeak—Convict Canyon
Opposite: Steve Pope skiing off Mt. Gilbert—Bishop Pass
Right: Dave Page—"Wahoo Gully"

John Moynier

Davey McCoy skiing "Wahoo Gully" *John Moynier*

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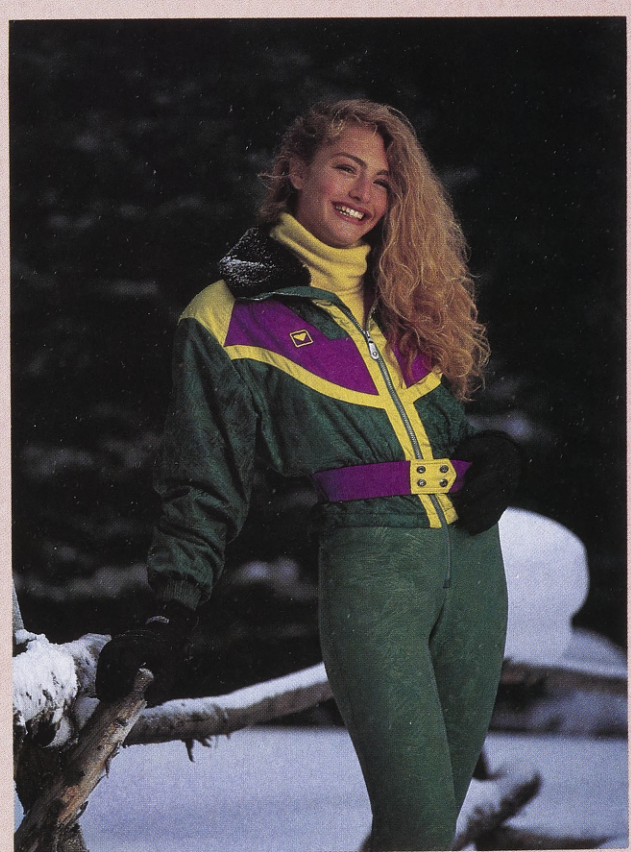

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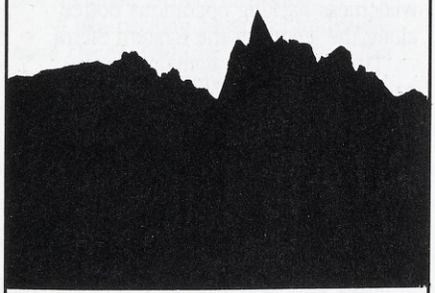

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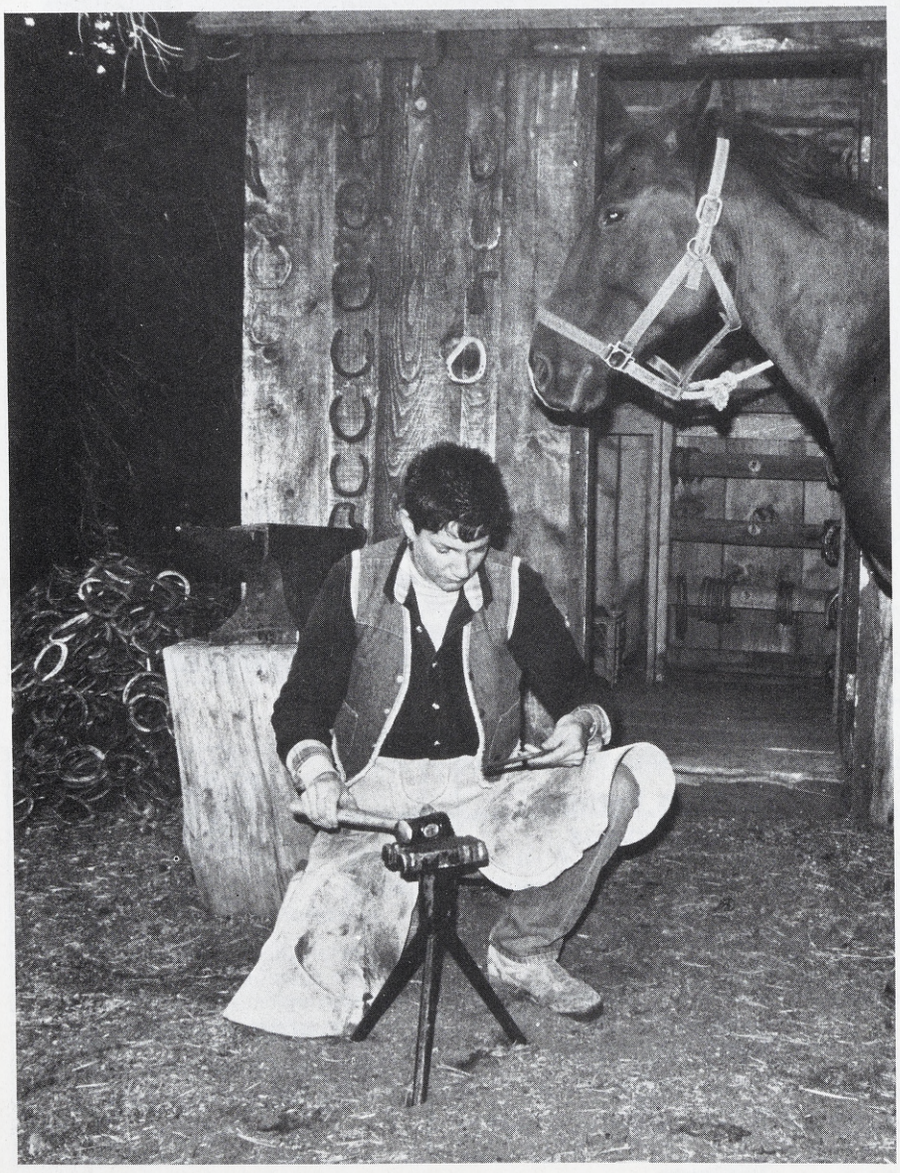
WOMEN ON HORSEBACK

Lady Packers of the Eastern Sierra

by Hank Simpson



Hank Simpson

Julie Jacobsen is shaping a horseshoe at Mammoth Lakes Pack Outfit, holding it against a portable shoeing anvil and pounding it with a heavy steel hammer. She stops after every few strokes to inspect it, comparing the shape of the shoe against the remembered shape of the horse's hoof. Finally satisfied with it, she picks up the big sorrel's right front foot and holds the shoe against it for a final check. Finding the fit acceptable, she positions a nail and begins tapping it in.

"When I was a little girl and we went camping, I'd play with sticks and build pack stations," she says. "I didn't even know what I was building—I didn't know what a pack station was back then. I'd tell my dad I was taking people in to go camping."

Years later, she knows what a pack station is. Jacobsen and a handful of other women are mule packers, workers at wilderness packing operations dotted along the length of the Eastern Sierra.

Traditionally the domain of men, packing is a service for wilderness campers, the transporting of guests and their equipment and supplies into the backcountry. It is hard work, lifting heavy loads onto pack mules and lashing it into place with ropes and special knots, then leading a string of mules for many miles over steep, rough terrain, arriving—hopefully—with everything intact.

"I was just born with an interest in horses," she says. "My dad got me a horse when I was ten. By high school I had two of them." Working a succession of horse-related jobs throughout high school and college brought her eventually to Rock Creek Pack Station, where she worked as a day ride wrangler, and where she had her first experience with mules.

In 1988 at Virginia Lakes Pack Outfit at Conway Summit, Jacobsen had her first

Hank Simpson

taste of real packing. "Virginia Lakes had a unique system where everybody did a little bit of everything. We were paired up, a guy with a girl, and both of us packed and cooked by turns."

Maybe one of the reasons there are few women packers is that packing is seasonal—summer only. Jacobsen has managed it by making pack station work her main priority. "For the past three years I've worked at an office in the winter and come packing in the summer." To further her skills and become a more versatile member of a pack station crew, last year she also went to the Sierra Horseshoeing School in Bishop.

"I like packing because I'm dealing more closely with the stock. Also I feel more accomplishment in packing than guiding horseback rides or cooking. You make people happy. The stock is always different, and you get to see new country every day."

Jennifer Ketcham Roeser is readying to go out on a short wilderness jaunt on the beautiful morning of another fall day, but the mule she wants to take with her is somewhere out in a mountain pasture in McGee Creek Canyon. She saddles a horse to fetch him, hazing the whole herd in a few minutes later. She halters and brushes the mule, then slings on the saddle pads and pack saddle. The mule stands stoically while she tightens the cinches and loads on the pack bags. She covers the whole load with a waterproof pack tarp, then deftly throws a diamond hitch to lash the load together.

Opposite: Julie Jacobsen
Above: Jennifer Roeser

"Most of these animals care about you. They take care of you."

Roeser is easily the top woman packer in the Sierra. Not just because she owns and operates McGee Creek Pack Station, and knows every facet of a wilderness operation, but because she has been doing the hard day-to-day work since her teen years. She started packing early, being practically born in the saddle: her family had a stable in Salinas and took people on pack trips into the Desolation Wilderness. When she was 14, the family bought McGee Creek Pack Station and made the move to the Eastern Sierra.

"It was everything I ever wanted to do. When I first started, there weren't any women who packed at all. That's all changed now, but the first five years my parents hired guys who were put out by the fact that I wasn't in the kitchen cooking. But my family didn't have any boys, so I guess I got into packing out of necessity.

"Packing is an art. There's a lot more to it than just putting a load on a mule and throwing a hitch. When we get new employees, there's so much to teach them.

"I've learned so much myself. Really the extent of my knowledge to begin with was all the stereotypical things people believe about mules, which I found to be absolutely unfounded. Now my hackles go up when people come up and ask, 'Aren't mules stupid?' or 'Aren't mules stubborn?' Mules are a lot smarter than horses.

"Physically, too, mules are a lot better adapted to the hard work at a pack station. Horses can't stand up to it a lot of times. By the end of a summer of packing a horse would be worn out. Mules are also a little more thoughtful, less reactionary than horses. The whole key to working with mules is that it's not a push and shove kind of thing.

"Most of these animals care about you too. They take care of you. I'm amazed when I think of some of the pinches you can get into in the backcountry, and how these guys come through for you. One time we were on top of McGee Pass and a 70-year-old man had a stroke. We were able to clear a flat spot on top of one mule's load and she carried him carefully for 10 miles. That mule knew there was trouble, and that we were depending on her to save a life.

Hank Simpson

Above: Kitty Schlink
Right: Jamie Hirnshall, World Champion Packer

"We've had 'wrecks' before where one mule in a string would go down. Whereas a string of horses would just keep going until they were all strung out taut and starting to panic, mules are always aware of what's happening to every animal in a string. If there's trouble, they'll stop until you get there to fix it."

Kitty Sue Schlink is up early on still another morning at Mammoth Lakes Pack outfit, preparing for a large pack trip. Working with Matt, another young packer, she is readying the loads that will go on a string of six mules. Today Matt will lead the mules while Kitty guides the horseback guests up the trail to camp.

"When I first started," says Schlink, "a packer told me, 'If you want to see a lot of the backcountry you should learn to cook.' Later I got teased a lot with the name Lady Packer, but once they see you can do the job they accept you.

"You get a lot of different reactions from the guests. Women mostly want to pat me on the back for doing this. Men usually accept me, but they sometimes make comments about 'mountain women' being different from, for instance, their wives."

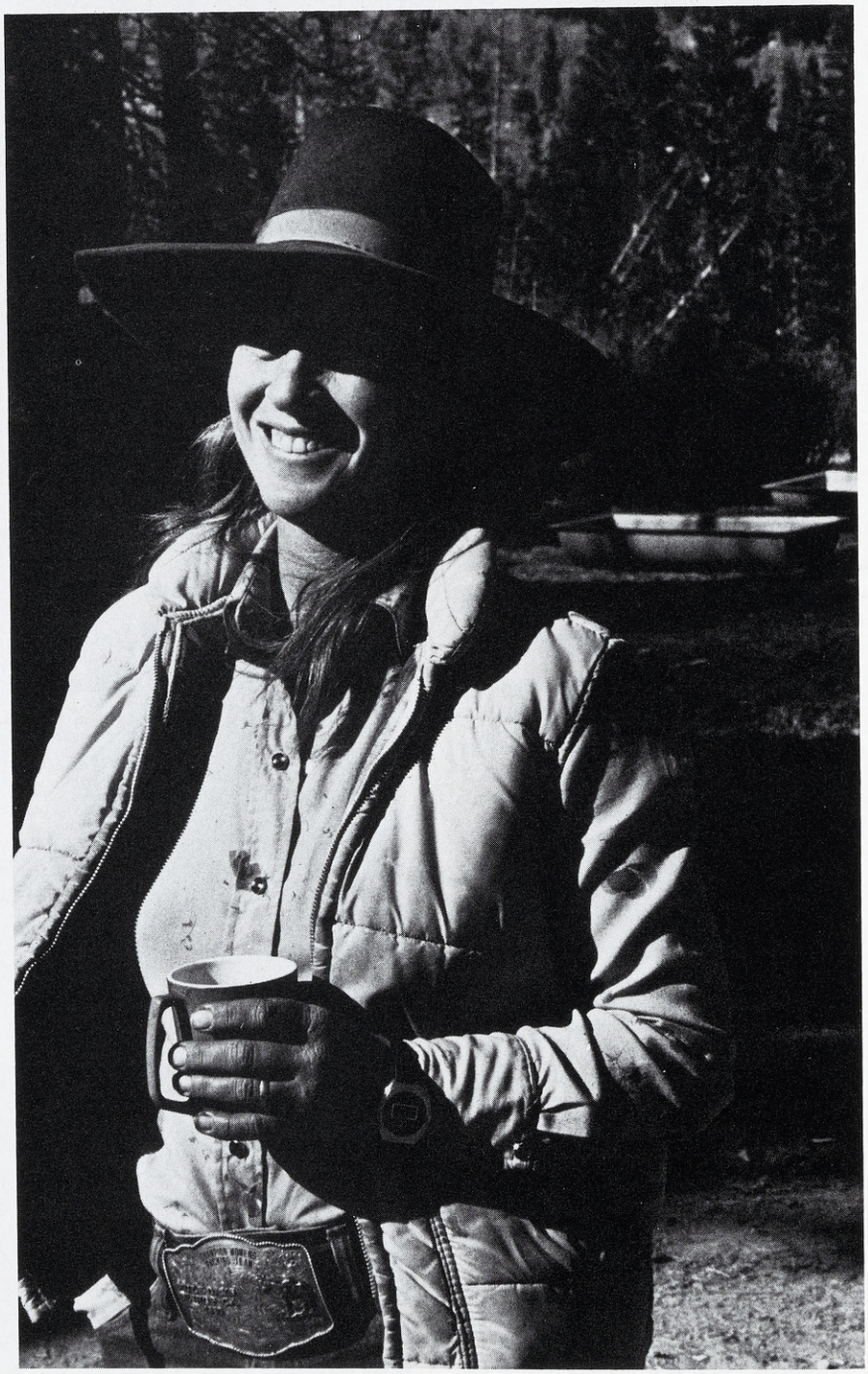
This was Schlink's second summer packing. "Usually I take in the riders because I know horses better than mules. And because I talk a lot, so I'm good with people. But I have taken in a lot of spot trips, and one group of people came back again this year and asked for me to be their packer.

"I really like being out on the trail with the horses and mules all day. It's really relaxing. It gives me the same peaceful feeling I get herding cattle."

"I like mules. I'd like to keep working with them and learning about them. They're a lot smarter than horses—they learn so fast, you have to give them more respect."

The afternoon light at Rock Creek Pack Station glints off Jamie Hirnshall's big silver belt buckle, highlighting the lettering that says "World Champion Women's Packing Team." The pack station is shutting down at the end of its season, and the packers are winterizing, getting everything ready for the snows that will soon blanket the area, turning the canyon from a camping and riding area into a cross-country skiing and winter mountaineering mecca. The horses and mules will be driven down to winter pasture in about a week, and the high-gear activities of summer have slowed to a lazy fall pace.

"I've ridden horses all my life," says Hirnshall. "I met my husband Bill because he was my horseshoer. When we started going together he was just starting to pack, probably 15 or 16 years ago."



Hank Simpson

"I'm the 'utility outfielder' here. I do anything and everything, including packing, cooking and answering phones. When I first started, eleven or twelve years ago, I was the only woman here. But I've never had a problem with the guys—even at Mule Days where the men are competing themselves, they cheer us on and help us."

With Wendy Dudley, Terry Justice and Kelly Brumfield, this was Hirnshall's third year to compete at the Bishop Mule Days for the World Champion title, and this year they won. The world Champion packing event pits four-woman teams in a contest judged on speed and quality of work. Each team has a string of mules and an identical pile of things to load, tarp and hitch onto them. A rider must then lead the whole string across a finish line without losing anything.

Hirnshall's favorite part of regular packing is working with the stock, although she also really enjoys the tremendous variety of people she meets every summer. "We have people that come back year after year. I like the people I work with too, and the people we work for. They're more like friends than bosses.

"I'm going to do this until I can't do it anymore. I spend my winters getting ready for summer. My ambition is to do just what I want to do, and this is a really nice life."

Several of the Lady Packers felt that women, although disadvantaged when it came to strength, actually had an advantage in dealing with the mules.

"Not that women are any better 'horsemen,' " said one. "But that we work better with the animals because we have to. We can't overpower an animal, so we don't try. We have to find a way to do the job with finesse rather than strength."

"I think women like the idea of teamwork with the animal," said another. "We can use our minds and understand what causes a horse or mule to balk. Rather than feeling challenged or treating the mule like an opponent, we're more likely to work through their minds to get a good end result."

Another had a more prosaic explanation. "I think women tend to make pets out of them. Sometimes we get treats from the kitchen to feed the horses and mules, and we go over to the corral to talk to our favorites. Overall women are probably a little kinder. But," she amended after a moment, "the guys I work with are pretty good too."

Do pack trip customers like lady packers? One guest, perhaps reflecting on the fact that western men tend to be (or want to be) the "strong silent type," summed up the difference between men and women packers—at least the difference to him—with the comment, "Women packers are better because they talk to you."

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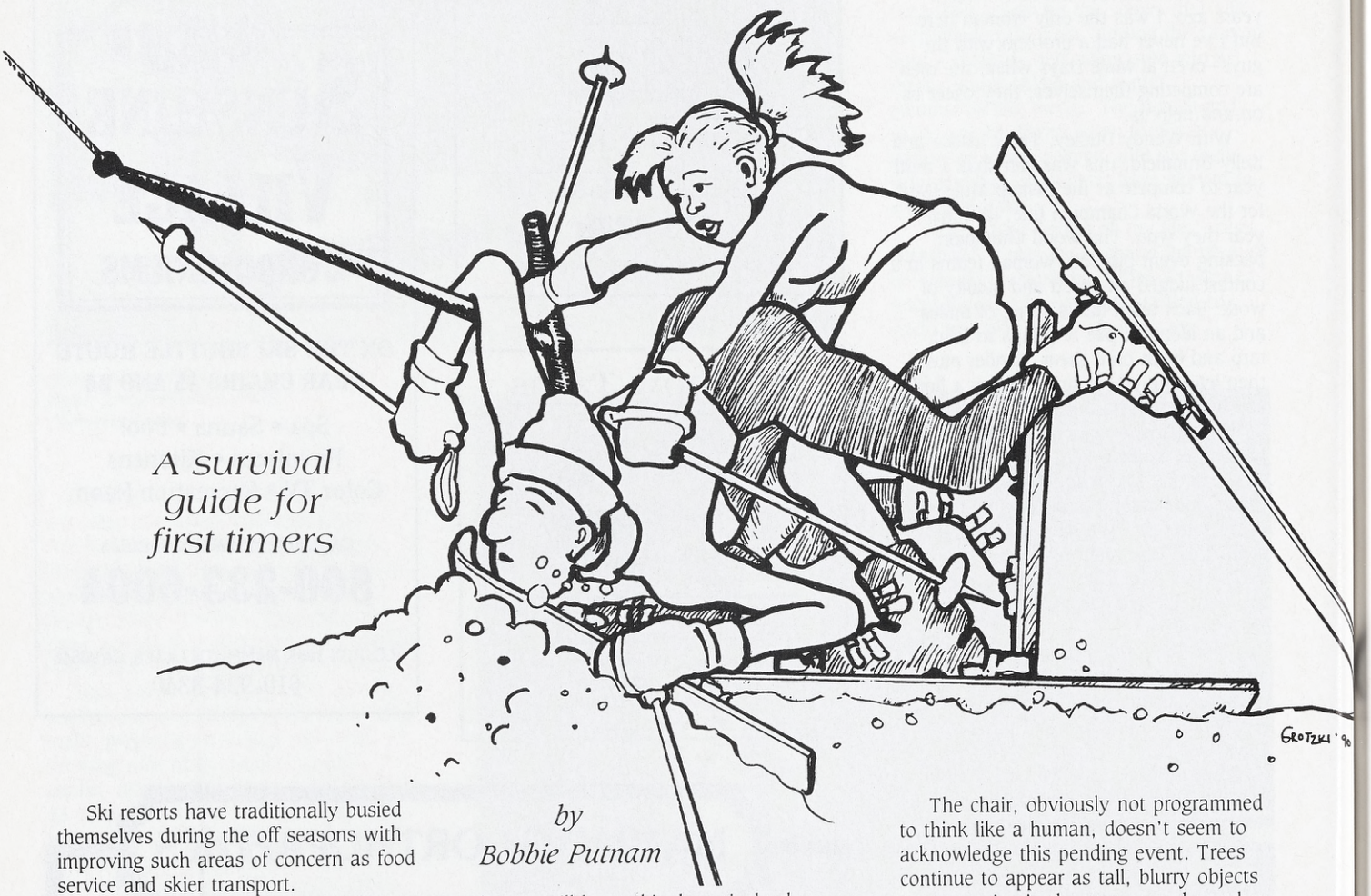

A survival guide for first timers

by Bobbie Putnam

Ski resorts have traditionally busied themselves during the off seasons with improving such areas of concern as food service and skier transport.

Sophisticated skiers have developed the uncanny knack of being able to detect a gray-green hot dog at 30 paces, and now demand more palatable food than Morning Mush and Midday Surprise.

Food service problems are easy, though. They don't even come close to being as tricky as skier transport, or "herd strategy," as it is commonly known.

"Herding" waves of multicolored bundles of humanity strapped onto unruly fiberglas staves has increased frustration levels to a new high, prompting resorts to address this issue ever more seriously. It doesn't take a rocket scientist to perceive that skiers don't pay 35 bucks a day to stand in line gazing enviously up the hill at the lucky few who actually made it to top of the mountain somehow, and are now skiing "their" snow.

Enter the "High-speed Detachable Quad." Obviously invented by someone who had stood in too many interminable lift lines, this vertical rocket sled ride offers skiers the chance to get from the bottom to the top of a run faster than you can say "How fast *are* we going?"

First-time riders of these new wonders need some pointers. When approaching the loading area on your initial ride, don't be lulled into thinking the entire trip to the top will be at this deceptively slow speed that the chair seems to be moving.

It goes this slowly so you won't chicken out and try to bribe an employee to take you to the top on a snowmobile.

After you've seated yourself comfortably, gotten control of your poles, and adjusted your seating arrangement with the other three dare-devils, get a grip. Literally.

The moment you clear the loading area, the chair accelerates to a speed equivalent to Mr. Toad's Wild Ride at Disneyland. One would think an object going this fast would require some explanatory pamphlet, or something, but it would just be ripped out of your hand during the ride by the wind, anyway.

In the good old days of slow-moving, meandering double chair lifts, skiers had time to rest, relax, enjoy the scenery, and comtemplate the gross inability of skiers on the bump runs under the chair to maneuver around the lift towers.

High-speed detachable quad rides, though, give you just enough time to try to recall your insurance man's phone number, and observe cloud formations as you raise your eyes to heaven in supplication. And approximately four lift towers from the top, it suddenly occurs to you that you must unload soon.

The chair, obviously not programmed to think like a human, doesn't seem to acknowledge this pending event. Trees continue to appear as tall, blurry objects as you maintain the same speed as when you left the loading ramp.

Two towers from the top, the safety net plainly in sight, it occurs to you that the thing has obviously developed a mechanical "quirk" of some kind, and is not only not going to slow down anytime soon, but is probably going to require its occupants to jump for it within the next 30 seconds.

Just as you picture yourself being hurled into the snowbank below the unloading ramp, another plan comes to you: stay put, ride the thing around the wheel and let the resort employees figure a way to rescue you from it. This is their fault anyway, right?

But just as you cross the safety net, still at top speed, and have wedged your body as far back into the chair as humanly possible, the thing suddenly detaches, slows to nearly nothing, and swings gently in the breeze as you pass onto the unloading platform.

Exhiliration and profound awe immediately replace the sheer panic of moments before, and you disembark with a knowing nod to the operator. Being safely delivered onto *terra firma* once again, even if it is slick, white and unpredictable, is still head and shoulders above being catapulted into the side of a

snowy mass of freeze-dried rain.

When your heartbeat has returned to normal and the roaring in your ears subsides, you'll realize how truly effective these new chairs are, and how many more runs you'll get in a day of skiing. "More for your money" will have much more meaning even if your legs aren't in good enough condition to go the extra distance. Twice the normal number of runs will be yours for the skiing with the new chairs. With short lift lines and an even shorter chair ride, you'll barely have time to catch your breath between runs.

Of course, you'll still be able to enjoy the slower double chairs, poma and T-Bar. After a day with the high speed quads, double chairs will quickly lose the misnomer "antiquated" and be an occasional welcome relief.

If you've never used a poma or T-Bar, you need a quick familiarization to help you make the best of it.

The poma was invented several decades ago with the sole purpose of providing hilarious entertainment for bystanders and resort employees alike. The poma features a moderate-sized disc attached to a retractable cable system. When used properly (I'll buy tickets to see that), the disc is quickly placed between the skier's legs micro-seconds after he has side-stepped onto the loading area, clutched both poles in one hand, and pointed his skis in the general direction of travel.

Used correctly, this device has been known to drag a skier as much as 200 feet before jerking itself loose from his death grip.

On the highly unlikely chance that the skier does *not* try to sit on the disc (as forewarned numerous times by the lift operator), he will be hauled just far enough away from the loading area to give him a false sense of security and make him think he might actually stay in the previous skier's ruts all the way to the end. Ha!

It will become apparent immediately to first-time Poma users that the inventors of this conveyance had been doing shots of tequila that day, and probably do not remember to this day why it seemed like such a good idea at the time.

Last but not least, there is the T-Bar. Teamwork is needed here. This T-shaped object works best when two consenting adults agree to side-step onto the loading dock at precisely the same time, gracefully place all four poles in the correct (outside) hands at the same time, look to the inside at the same time, and grasp the T-Bar stick at the same time without even *thinking* of sitting down on the bar as it pulls them up the run.

In reality, as with the Poma, skill doesn't come easily. One or the other of the partners arrives at the loading area too early or too late, grabs the middle stick too high or too low, pokes at least one person with at least one ski pole, and eventually bails off the T-Bar too soon, causing it to drag the remaining occupant several more yards before he can disengage himself without being decapitated as the "T" reels itself in.

Luckily for us all, resort employees are highly trained to anticipate all possibilities when it comes to assisting skiers at the bottom of the mountain in getting to the top.

Listen to their directions carefully. Or else you may find yourself the featured soloist in one of those little comedy interludes in the next Warren Miller movie.

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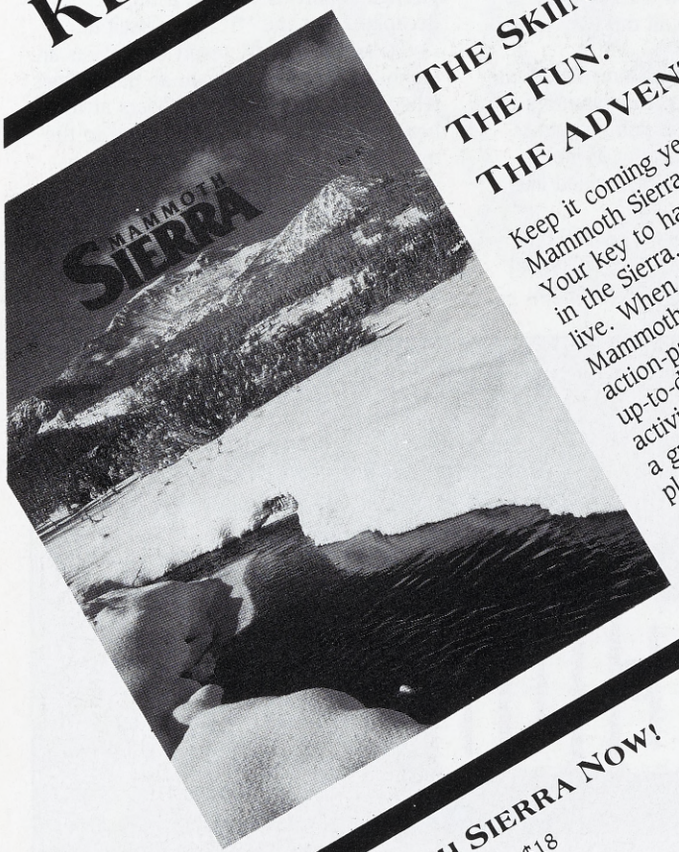

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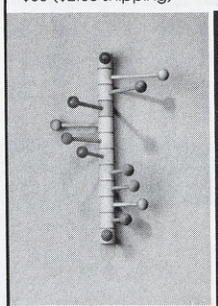

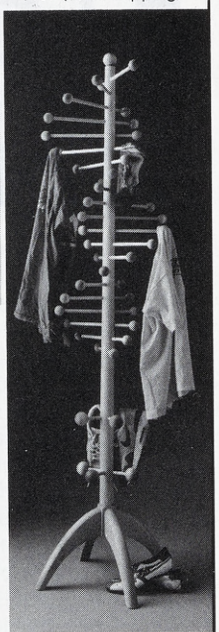

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MOUNTAIN DRIVING '91

Above: Range Rover
Below: Eagle Talon

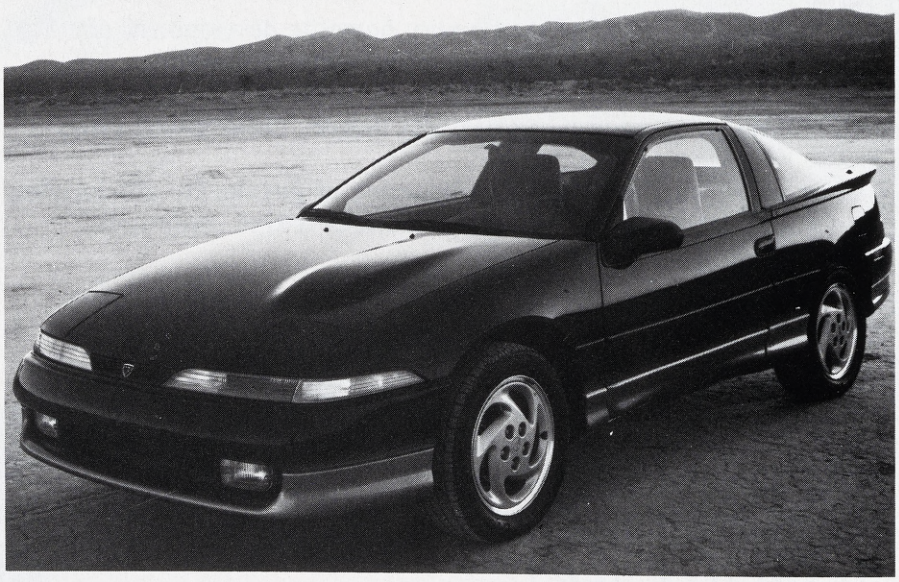
by Don Alexander

ALL-WHEEL-DRIVE CARS & WAGONS

Most of the world's automakers now produce a car or wagon with all-wheel drive. The reason is simple. The automobile has become such a crucial product in the western world, consumers in snow-bound areas demand mobility with comfort, performance and safety in the winter months. The manufacturers have responded by creating a superb collection of cars and wagons with features found only on trucks and utility vehicles a few short years ago. Today prices are reasonable, and comfort levels have improved. The skier is the great beneficiary of this, with a wide range of true dual-purpose vehicles available for any budget or purpose.

Audi
Quattro

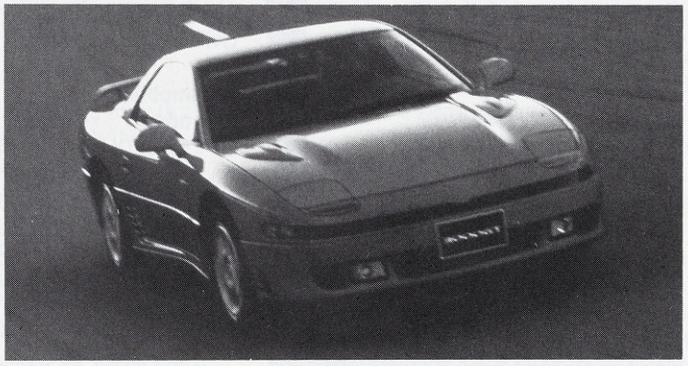
Any of the Audi Quattro line makes a great choice for the serious driver/skier. The range of models is excellent, and the lease packages make the Audi a good choice for the business traveler/skier. The packages available from Audi for the skier offer class, comfort and performance.



Eagle
Talon

Considered one of the best sport ski vehicles, the Eagle Talon AWD with turbo is available in 1991 with anti-lock brakes, making a great package even better.

Above: Mercedes 4Matic
Right: Mitsubishi 3000GT



Mazda
Protege'

Based on the Mazda 323, the Protege' is a great buy for the small ski family. Economical, comfortable and reliable, the all wheel drive version will get a small group to the slopes with style and safety, but without sticker shock.

Mercedes-Benz
300E and 300TE 4Matic

If style, performance, comfort and safety appeal, it is hard to beat the Mercedes 300 series. New for 1991 is the all wheel drive model of the 300, the 4Matic, for those skiers who want the ultimate in luxury for the drive to the slopes.

Mitsubishi
3000GT

Along with its twin the Dodge Stealth, this car is in a class by itself. The all wheel drive version with optional ABS makes the 3000GT a killer in snow country. Pack light, though.

Eclipse

This is another great skier's sports car with all wheel drive on the GSX model. Optional ABS is available, and great for the slippery stuff.

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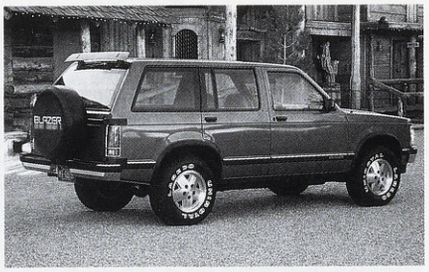

offered in two- and four-door models. The standard engine is a 2.5-liter four-cylinder, with a 4.0-liter inline 6 optional.

Wrangler

The "Jeep" is still popular, but much more refined than ever. The standard version is complemented by the new Laredo and Sahara editions. The standard engine is a 2.5 liter 4 cylinder, with a 4.2 liter inline 6 optional. The creature comforts are optional, and make the mainstay of outdoor driving almost too civilized.

Oldsmobile

Bravada

This is Olds' second foray into the truck market in 55 years. For 1991, Olds will introduce the Bravada mid-size sport-utility vehicle. The Bravada is based on the GMC Jimmy and Chevy S-10 Blazer, with more luxurious appointments.

Range Rover

The Cadillac of sport-utility vehicles is a title easily held by the luxurious Range Rover. But the luxury is only on the surface. The Ranger Rover is among the best performers in this class of vehicle. With a 3.9-liter aluminum V-8 power plant and excellent 4x4 technology, driving the Range Rover over rough terrain and adverse road conditions is easy. For 1991, Range Rover has made a number of improvements in the suspension system, creating a more comfortable ride while enhancing the performance of the off road master.

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SPORT-UTILITY VEHICLES

The mainstay of four-wheel-drives for the skier is the sport-utility vehicle. It offers a roomy interior, excellent visibilty, great off-road utility and snow performance second to none. The range of sport-utility vehicles is ever-growing, with most manufacturers jumping on the band wagon. The popularity of diverse activities like skiing, camping and off-roading has forced manufacturers to respond with a great selection of vehicles that fit the outdoor, four-season lifestyle.

Chevrolet

Blazer

One of the original sport utility vehicles, the full size Blazer offers the skier great snow traction, with off road utility in a full size vehicle.

Jeep

Wagoneer

Two versions of the popular Wagoneer 4x4 are available. The Wagoneer Limited features a 4.0-liter inline six-cylinder engine of 177 horsepower. The luxurious Grand Wagoneer accommodates six people, and is powered by a 5.9-liter V-8 producing 144 horsepower.

Cherokee

The Cherokee is available in both two- and four-wheel drive, with each version

Opposite: Chevy 4-door Blazer
Above: Toyota Land Cruiser
Below: Oldsmobile Bravada

Toyota
4Runner

Now the 4Runner comes in both two- and four-door versions, with the four-door available in 2WD. Toyota has a reputation for reliability, and the standard 22R four-cylinder engine is legendary for its good performance and trouble-free operation. The V-6 is developing a similar reputation, and with more power, makes the 4Runner a great vehicle.

Land Cruiser

One of the great 4X4 vehicles available, Toyota's Land Cruiser remains a popular choice in the sport-utility market. The 155-horsepower inline six-cylinder engine and a highly refined drive train make the Land Cruiser a great choice for the skier and outdoorsman as well.

FOUR-WHEEL-DRIVE TRUCKS

The four-wheel-drive pickup is the old-timer of off roading. Its capability as a ski vehicle is unmatched, and off road, the 4X4 pickup is still king. The utility aspect makes the pickup the choice for hauling heavy loads and for towing. The combination of uses places the 4X4 truck at the top of the list for many skiers and outdoorsmen.

GMC Trucks
Sonoma

The GMC Sonoma replaces the S-15 pickup. The 4X4 models feature the 4.3-liter V-6 engine as standard equipment. Shifting from two-wheel drive to four-wheel drive can be done on the move with GMC's Insta-Trac system. A towing capacity of 5,500 pounds is available on the 4X4 models.

Jeep
Comanche

Jeep's pickup has both short- and long-bed versions. This small pickup is gaining in popularity as the 4X4 market continues to grow. The Comanche is powered by the standard 2.5-liter, four-cylinder engine, with a 4.0-liter inline 6 optional.

GMC Trucks
Jimmy

One of the most popular sport-utility vehicles on the market, the full-sized Jimmy meets the needs of many outdoorsmen, and offers excellent trailer-towing capacity. A range of engine and interior options offers full-sized sport-utility vehicle buyers just what they are looking for.

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Fully equipped condominiums.

Stay in town or at the lifts.

DIAL

1•800•MAMMOTH

The Unforgettable Phone Number

For 24-Hour Information: (619) 934-4541

325 Old Mammoth Road

Toyota

The Toyota SR5 pickup is equipped like the 4Runner, with both the 22R four-cylinder and a V-6 engine available. The Toyota reliability in a 4X4 mini pickup makes this a hard combination to top.

ALL-WHEEL-DRIVE VANS

The van has become one of the nation's favorite all-purpose vehicles. The four-wheel-drive versions are a blessing for skiers, allowing comfort, convenience and practicality in a package that can handle any passable road condition. Vans are perfect to haul the family and all the "stuff" to the condo for a weekend on the slopes.

Chevrolet
Astro

The 1990 model year saw the mid-size Astro van available with all-wheel drive for the first time. This popular vehicle will see more upgrades for 1991, and more skiers will tackle the trek to the slopes in the practical, fun Astro.

Ford
Aerostar

Ford made great strides with the 1990 version of the Aerostar, making all-wheel drive available, and adding the larger 4.0-liter V-6 to the lineup. The 3.0-liter V-6 is still available. A five-speed manual transmission is standard on the 3.0-liter two-wheel-drive version and a four-speed automatic transmission comes with the 4.0-liter engine on all 4WD models.

GMC Truck
Safari

The mid-size Safari van featured optional all-wheel drive in 1990. The 4.3-liter V-6 offers plenty of power for this great ski vehicle. Many interior options are available to customize the Safari for individual needs.

Nissan
Axxess

Nissan's stylish new van features full-time four-wheel drive. Two trim levels are available. The unique Nissan van is the only one currently available with sliding passenger doors on both left and right sides of the vehicle.

Toyota
Previa All-Trac

Toyota has hit a home run with the new Previa van. Compared to its previous attempt, the Previa scores in all categories where the old version fell short. The four-cylinder engine is mounted midship, and tilted 75 degrees to make optimum use of interior space. The central weight improves weight distribution and lowers the center of gravity, both enhancing cornering performance and stability. This is a must to test if you are in the small all-wheel-drive van market.

Treat Yourself to the Finest

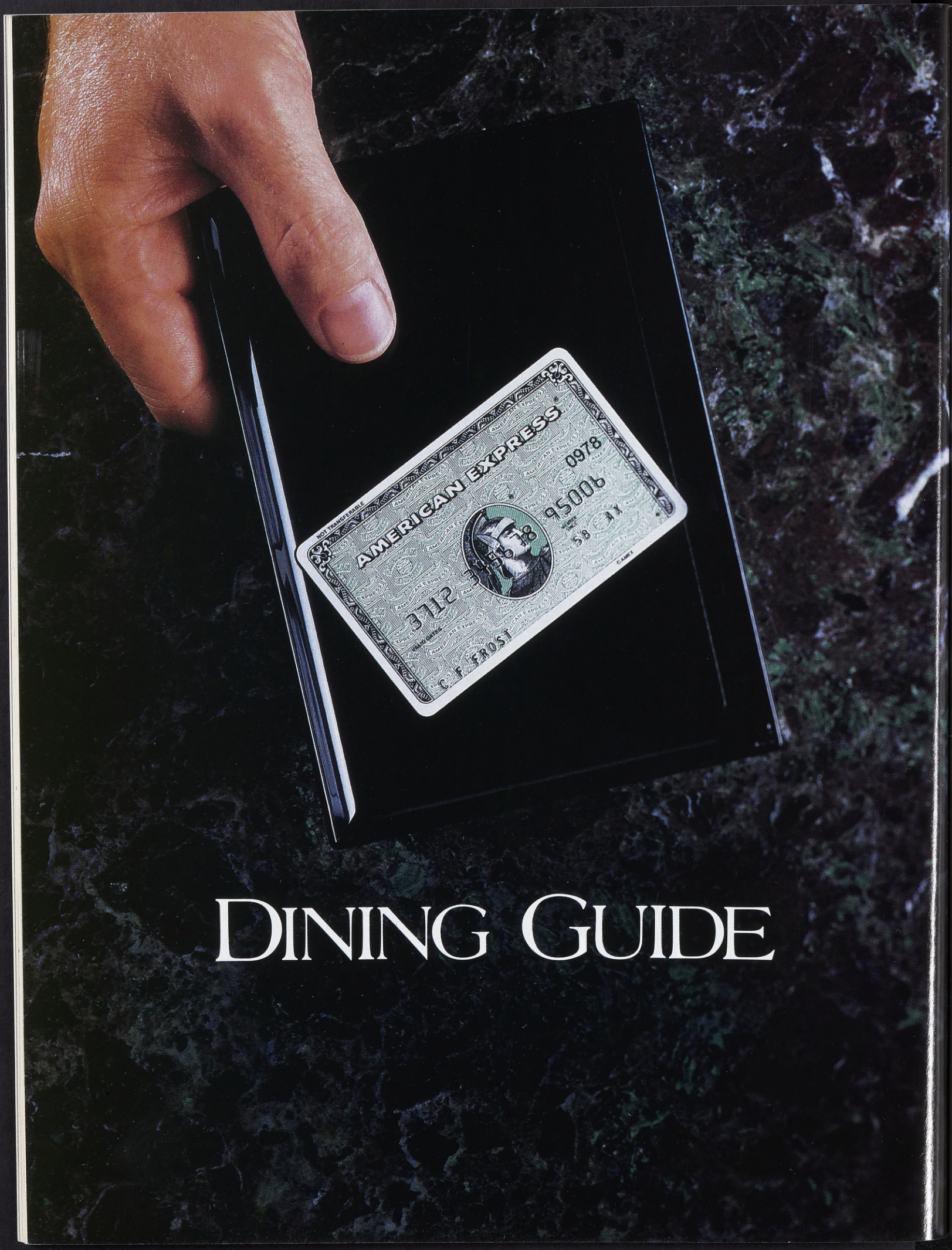
UP TO 35% OFF MID-WEEK
Fully Equipped Condominiums
Within Walking Distance of Warming Hut II

1-800-462-5577

(619) 934-5254

MAMMOTH MOUNTAIN

RESERVATIONS

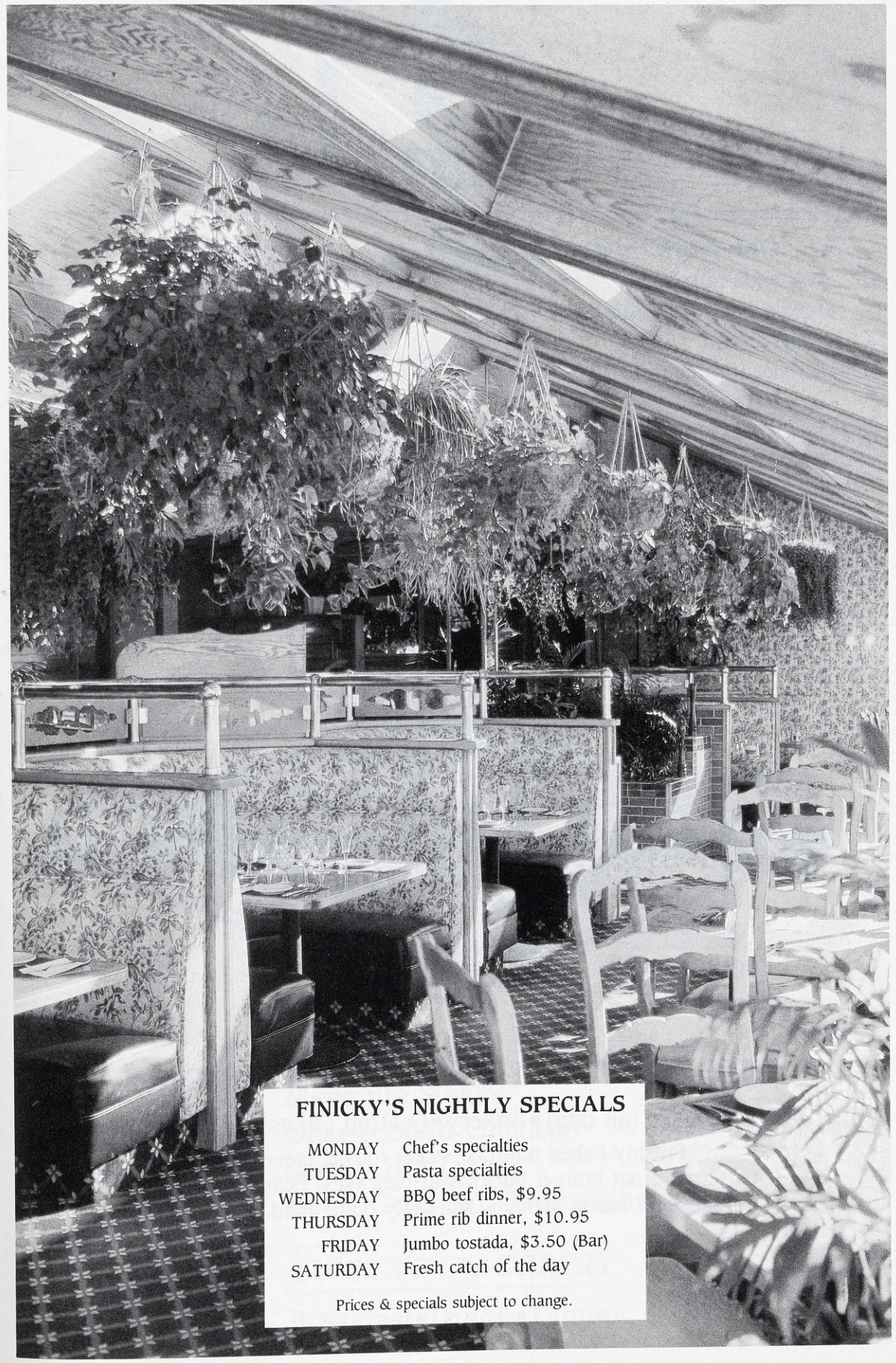


DINING GUIDE

FINICKY'S RESTAURANT

GO AHEAD AND BE FINICKY!

Pleasing to the wallet as well as the palate.



FINICKY'S NIGHTLY SPECIALS

MONDAY	Chef's specialties
TUESDAY	Pasta specialties
WEDNESDAY	BBQ beef ribs, $9.95
THURSDAY	Prime rib dinner, $10.95
FRIDAY	Jumbo tostada, $3.50 (Bar)
SATURDAY	Fresh catch of the day

Prices & specials subject to change.

FINICKY'S FOOD & BEVERAGE CO

FINICKY'S
Sierra Center Mall on
Old Mammoth Road
Mammoth Lakes, CA

934-6090 for reservations

Serving
Lunch, Dinner
Sunday Brunch
Cocktails

Hours
5:00 pm daily for dinner
4:30 - 6:30 pm weekdays
for Happy Hour
Open for Lunch
11:30 am - 2:30 pm
Sunday Champagne
Brunch 9:30 am - 2:30 pm

Featuring
- Happy Hour
- Free appetizers
- Half-price early-bird dinners daily 5 pm - 6 pm

Credit Cards
American Express,
Visa, MasterCard

austria hof

AUSTRIA HOF
Canyon Boulevard by
Warming Hut II
Mammoth Lakes, CA

934-7363 for reservations

Serving
Dinner
Cocktails

Hours
5 pm daily for dinner
3 pm daily for cocktails
4 - 6 pm daily for Happy Hour

Featuring
- Nightly specials
- Extensive wine list
- Children's Menu
- Serving until 10 pm
- Happy Hour
- Free appetizers

Credit Cards
Visa, MasterCard

austria hof

Old World Specialties

Wienerschnitzel	12.95
Jaeger Schnitzel (Hunter's)	13.95
Sauerbraten	12.95
Kassler Rippchen	12.95
Beef Stroganoff	12.95
Swiss Bratwurst	10.95
Polish Sausage	10.95
Austrian Bauernschmaus (For two)	25.95

Specialties du jour • Desserts
(Try our homemade Apple Strudel!)

Local Favorites

Chicken Breast Teriyaki	11.95
Roast Duckling a l'Orange	16.95
Halibut Steak	13.95
Roast Rack of Lamb	16.95
Shrimp	16.95
Top Sirloin Steak	14.95
Light Eater's Top Sirloin	12.95
Top Sirloin & Chicken Teriyaki	14.95
Top Sirloin & Shrimp	15.95
Shrimp & Chicken Teriyaki	15.95

Breakfast Club

BREAKFAST CLUB
Highway 203 at
Old Mammoth Road
Mammoth Lakes, CA

934-6944

Serving
Breakfast, Lunch

Hours
6 am - 1 pm daily

Featuring
- Freshly baked sweet rolls, muffins, croissants & cookies
- Personalized cake decoration
- Wedding cakes
- Takeout
- Beer & wine

Credit Cards
Sorry, no cards

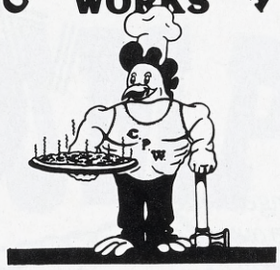
Breakfast Club

THE ONLY WAY TO START YOUR DAY!

Breakfast (all day) • Bakery • Custom Cakes & Desserts

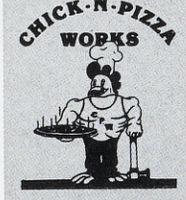
Freshly baked muffins; sweet rolls & croissants;
buttermilk, oat-bran & buckwheat pancakes; hearty omelettes;
sausage, bacon or ham; and tasty home-fried potatoes.

CHICK-N-PIZZA WORKS



Complete Dinners • Pizza • Mexican Entrees
Chicken Wings • Calzones • BBQ Ribs • Chicken
Taco Wedgie • Fish & Chips • Family Bucket Specials

Video Arcade • Two Pool Tables



CHICK-N-PIZZA WORKS
Red Rooster Mall
on Main Street
Mammoth Lakes, CA

934-4065

Serving
Lunch, Dinner
Late-Night Snacks

Hours
11 am - 2 am daily

Featuring
•Takeout
•Beer & wine
•Video arcade
•Two pool tables

Credit Cards
Sorry, no cards

ERIC'S
RESTAURANT
BAR-B-Q

Country Style
Family Prices

Hickory Ribs
Mesquite Steaks
Char-broiled Chicken
Smoky Hot Links
Hot & Cold Sub Sandwiches

QUICK TO-GO ORDERS

Breakfast • Lunch • Dinner

ERIC'S RESTAURANT
Mammoth Gateway Center,
Main Street at
Old Mammoth Road
Mammoth Lakes, CA

934-9686

Serving
Breakfast, Lunch, Dinner

Hours
6 am - 9 pm daily
Closed Wednesdays

Featuring
•BBQ ribs & chicken
•Char-broiled steaks
•Submarine sandwiches
•Mesquite grill
•Takeout
•Beer & wine

Credit Cards
Visa, MasterCard

GIOVANNI'S PIZZERIA

GIOVANNI'S
Minaret Village Mall
on Meridian Boulevard

934-7563

Serving
Lunch, Dinner

Hours
11:30 am - 10 pm daily
4 to 10 pm Sunday

Featuring
- Gourmet pizzas, Italian or New York style, with whole-wheat crust
- Homemade Italian entrees, soups & desserts
- Takeout
- Salad bar
- Extensive California wine list
- Beer & wine
- Large groups
- Lounge with sports coverage & entertainment
- Sunshine Clown Co. for kids 5-7 pm Sundays

Credit Cards
American Express,
Visa, MasterCard

For the
Discriminating
Pizza Eater

Our Italian cafe and lounge invite you to bring your family or group to enjoy the ultimate pizza experience.

Giovanni's
RESTAURANT & LOUNGE

934-7563

GOOD STUFF
RESTAURANT
MAMMOTH LAKES, CA

GOOD STUFF
Old Mammoth Rd.
(Behind Charthouse)
Mammoth Lakes, CA

934-1734 for reservations

Serving
Breakfast
Lunch

Hours
6:30-3:00 p.m. daily

Featuring
- Fresh squeezed OJ
- Whole wheat pancakes
- Veggie, ground turkey & fresh beef burgers
- Daily prepared muffins, soups & desserts
- Sunny summer patio
- Beer & wine
- Children's menu

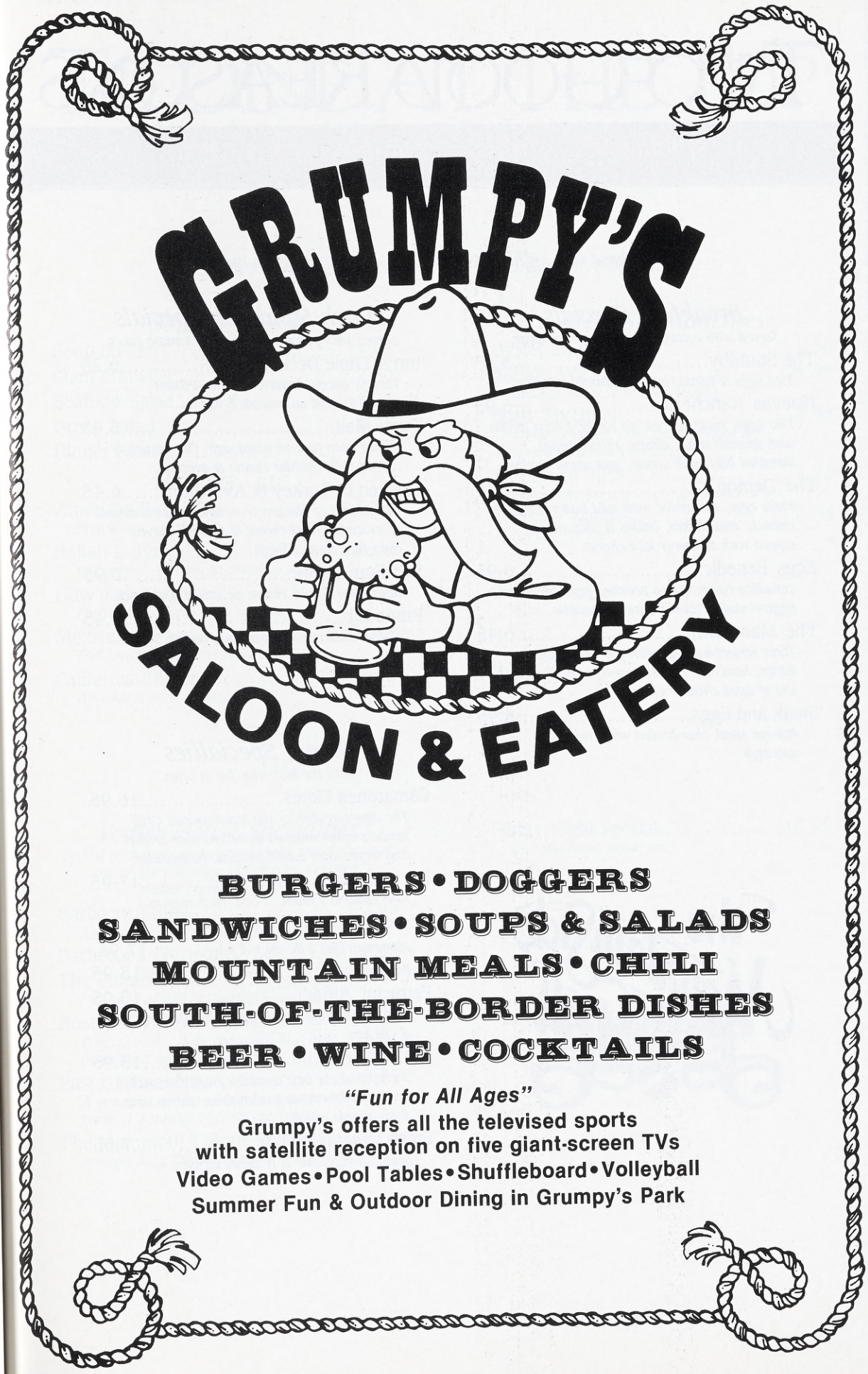
Credit Cards
American Express,
Visa, MasterCard

GOOD STUFF
RESTAURANT
MAMMOTH LAKES, CA

EAT GOOD
FEEL GOOD
LOOK GOOD

You are what you eat, so...EAT GOOD STUFF

Deliciously healthy foods, at reasonable prices, served breakfast & lunch



GRUMPY'S
SALOON & EATERY

GRUMPY'S
Highway 203 at
Old Mammoth Road
Mammoth Lakes, CA

934-8587

Serving
Lunch, Dinner
Cocktails

Hours
11 am - 2 am daily
4 - 6 pm weekdays
for Happy Hour

Featuring
- Full-service family menu
- Kids' menu
- Catering
- Takeout
- Happy Hour
- Appetizers
- 5 giant-screen TVs for sports, ski & comedy films
- Pool, foosball, shuffleboard & video games

Credit Cards
American Express,
Visa, MasterCard

the MountainSide Grill

MOUNTAINSIDE GRILL
Mammoth Mountain Inn
Mammoth Lakes, CA

934-2581 for reservations

Serving
Breakfast, Lunch, Dinner
Cocktails

Hours
7 am - 2 pm for
breakfast & lunch
5:30 - 9:30 pm for dinner

Featuring
- Full-service bar
- Fine California wines
- Family dining
- Nightly chef's specials
- California cuisine
- Banquets, large groups
- Entertainment nightly at the Dry Creek bar

Credit Cards
American Express,
Visa, MasterCard

Across from

TWO GOOD REASONS

Breakfast Lunch Dinner Open Daily

These are highlights from our more extensive menu.

Breakfast Specials

Served with cottage fried potatoes & toast.

The Standby.....5.45
Two eggs & bacon, ham or sausage.

Huevos Rancheros.....6.95
Two eggs, sunnyside up, on top of a corn tortilla with Spanish salsa, cheese, refried beans, shredded beef, sour cream, guacamole & olives.

The Demon.....6.45
Three eggs, scrambled with mild Italian sausage, spinach, mushrooms, onions & seasonings, topped with Monterey jack cheese.

Eggs Benedict.....6.95
Canadian bacon & two poached eggs crown an English muffin topped with hollandaise.

The Mammoth.....6.45
Three scrambled eggs with the works: diced bacon, ham, bell pepper, onion, seasonings and lots of aged cheddar cheese.

Steak and Eggs.....8.95
Rib-eye steak char-broiled with two eggs any style.

Lunch Sandwich Specials

Served with pasta salad, fries or tomato slices.

Inn's Triple Decker.....6.25
Turkey, bacon, lettuce, tomato & Swiss cheese layered on branola bread.

Tuna Melt.....5.45
Served open face on sourdough. Our version is topped with cheddar cheese & avocado.

Chicken or Turkey & Avocado.....6.45
Your choice of chicken or turkey, under a mound of avocado, Swiss cheese & sprouts. Served open face on sourdough.

San Franciscan.....5.95
Roast beef & jack cheese on grilled sourdough.

Prime Rib.....8.45
Char-broiled, served open face, au jus.

Dinner Specialties

"With the best wine list in town"

Camarones Flores.....16.95
The signature dish of the Mountainside Grill. Jumbo shrimp wrapped in bacon, char-broiled and served with a mild jalapeno hollandaise.

Rack of Lamb.....17.95
New Zealand's finest, 14 oz. rack-roasted.

Prime Rib
Mammoth Cut: 1 lb. thick & juicy.....17.95.
Regular Cut: 10 oz.....15.95

Fettucini Alfredo.....10.95
Plus a little more—garden peas, mushrooms & chicken.

Seafood Fettucini.....13.95
Shrimp and the best available fresh fish with whole mushrooms & garden peas; sherry wine & an alfredo sauce.

Fresh Vegetable Plate.....7.95
Seasonal vegetable & fettucini alfredo.

the MountainSide Grill

the Main Lodge

TO DINE AT THE TOP

Relax in our unique atmosphere or take out anything, anytime

These are highlights from our more extensive menu.

Soup & Salad

Soup du Jour.....1.95
Clam Chowder.....2.50
Seafood Salad.....8.25
Greek Salad.....7.25
Dinner Salad.....1.95

Burgers, Etc.

American Burger.....5.25
Served with the works, .50 for cheese.

Italian Burger.....6.50
Bell pepper, mozzarella & Italian sauce.

Hawaiian Burger.....6.50
Pineapple, onion & barbecue sauce.

Mexican Burger.....6.50
Chili, ortega chile & cheddar cheese.

California Burger.....6.50
Avocado & jack cheese.

After-Ski Munchies

Oyster Shots.....1.50

Buffalo Wings.....4.50
Chicken wings served hot & spicy.

Fried Zucchini.....3.95
Lightly breaded, fried golden brown & served with ranch dressing.

Barbecued Ribs.....4.95
A generous portion of our spicy pork ribs.

Mexican Nachos.....6.95
Serving for four.

Yodler House Specialties

Served with fresh warm bread sticks and a choice of two of the following: ear of corn, coleslaw, baked beans or french fries.

Barbecued Ribs.....12.95
A full rack of tender, spicy baby pork ribs.

Barbecued Chicken.....8.95

The Climax.....10.95
Half rack of ribs, a quarter of a chicken.

Boston-Style Fish & Chips.....8.25
Tender, white, flaky fish rolled in a light breading & baked to perfection.

Pasta Primavera.....8.25
A generous portion of linguine tossed with garlic & a medley of fresh vegetables.

The Mammoth T-Bone Steak.....12.95
A huge, juicy T-bone prepared to your liking.

Friday Night Special.....10.95
Our Mammoth prime rib.

Prices subject to change.

THE YODLER
Mammoth Mountain,
across from Main Lodge
Mammoth Lakes, CA

934-2581

Serving
Lunch, Dinner
Cocktails

Hours
11 am - 9:30 pm

Featuring
- Mammoth's premier apres-ski bar
- Extensive selection of appetizers
- Takeout
- Large TV for all sporting events

Credit Cards
American Express,
Visa, MasterCard

Petrello's
RISTORANTE

PETRELLO'S
Viewpoint Road,
above Highway 203
Mammoth Lakes, CA

934-6767 for reservations

Serving
Dinner

Hours
5 - 10 pm daily for dinner
5 - 11 pm Friday for dinner
10 am - 2 pm for
Sunday Brunch

Featuring
- The finest in Italian dining
- Best view in Mammoth
- Extensive list of wines from California & Italy
- Beer & wine
- Catering
- Club meetings
- A non-smoking restaurant

Credit Cards
Visa, MasterCard

Petrello's RISTORANTE

FINE ITALIAN CUISINE

Our menu includes
imported pastas, the finest seafood and veal,
all done Italian style.

Now offering Sunday Gourmet Brunch
10 a.m. to 2 p.m.

Visit our upstairs lounge
with its million-dollar view.

Thank you for not smoking.

Shogun

JAPANESE RESTAURANT
Established 1980

Mammoth's First & Only
SUSHI BAR

featuring
Sashimi•Tonkatsu•Tempura•Teriyaki•Sukiyaki•Salmon•Hot Sake
Cocktail Lounge

Shogun

SHOGUN
Sierra Center Mall on
Old Mammoth Road
Mammoth Lakes, CA

934-3970 for reservations

Serving
Dinner
Sushi Bar, Cocktails

Hours
5 pm daily

Featuring
•Traditional Japanese foods
•Full-service cocktail lounge

Mammoth's Favorite
for 11 Years

Credit Cards
American Express,
Visa, MasterCard, Discover

ROBERTO'S Café

AUTHENTIC MEXICAN FOOD

"The Locals' Favorite"

- ★ Homemade Tamales
- ★ Carne Asada
- ★ Carnitas
- ★ Chili Verde
- ★ Shrimp Tacos

Try
Our New
Wine Margaritas

Wednesday Night
Draft Specials
(with dinner)
Glass .50
Pitcher 2.45

ROBERTO'S Café

ROBERTO'S CAFE
Old Mammoth Road
at Sierra Nevada Road
Mammoth Lakes, CA

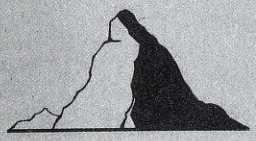
934-3667

Serving
Lunch, Dinner

Hours
11:30 am daily
Closed Mondays

Featuring
•Daily specials
•Takeout
•Catering
•Beer & wine

Credit Cards
American Express,



THE MATTERHORN
RESTAURANT

THE MATTERHORN
Minaret Road, across
from Pioneer Market
Mammoth Lakes, CA

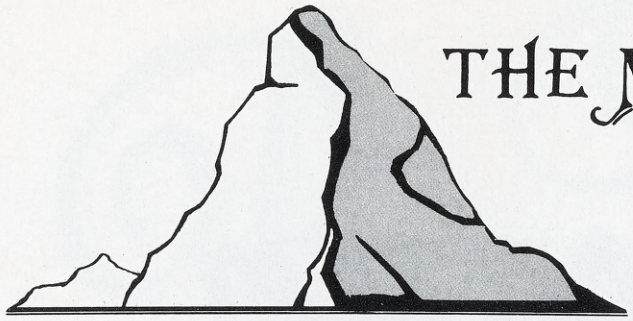
934-3369

Serving
Breakfast, Dinner

Hours
7 am daily for breakfast
5:30 pm daily for dinner

Featuring
- Continental dining
- Casual dress
- Carefully selected list of California & European wines
- Exquisite pastries
- Traditional American breakfasts
- Elegant egg specialties
- Hearty cereals
- Banquets, large groups

Credit Cards
American Express,
Visa, MasterCard



THE MATTERHORN RESTAURANT

Entrees

Included is your choice of a Spinach Salad with a sweet sour vinaigrette or Soup du jour.
All entrees are served with two fresh vegetables and homemade french bread.

Beef	
Prime Rib	14.95
New York Steak	14.95
Pepper Steak	17.50
Morel Mushroom Steak	19.75
Veal	
Wienerschnitzel	14.50
Lemon Veal with Capers	14.75
Veal with Apple Slices	15.50
Veal Zurich-Style	14.00
Chicken	
Chicken California-Style	12.95
Fish	
Sierra Rainbow Trout	13.50
Champagne-Poached Salmon	16.00
Sauteed Shrimp Scampi	15.75
Specialties	
Vegetarian Pasta	9.75
Filet of Pork with Cranberry	15.50
Lamb with Fresh Basil	19.75

O'KELLY & DUNN CO.
Minaret Village Mall
on Meridian Boulevard
Mammoth Lakes, CA

934-9316

Serving
Breakfast, Lunch, Dinner

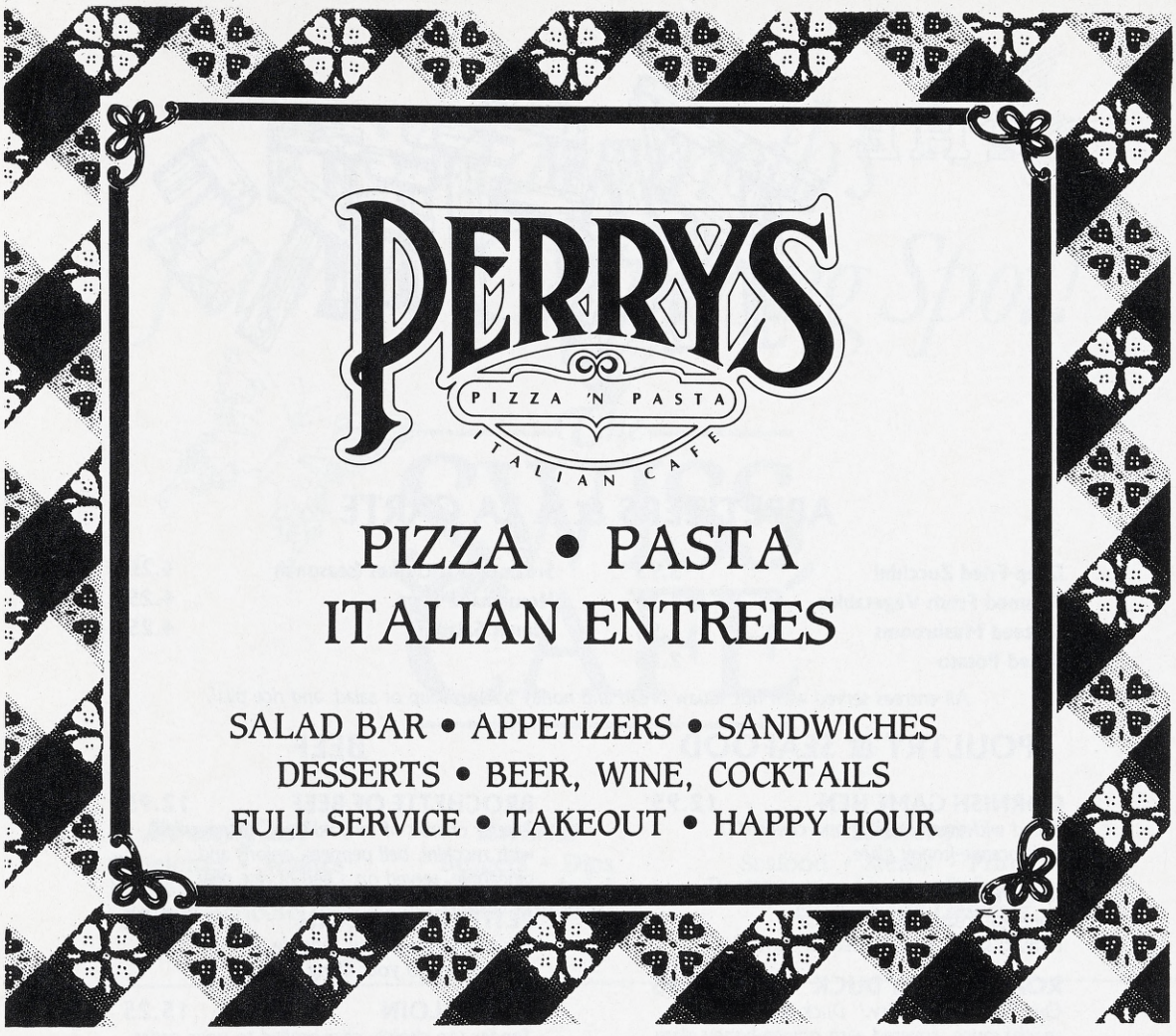
Hours
6:30 am - 3 pm for
breakfast & lunch
5:30 - 10 pm for dinner
(Thurs–Sun)
Closed Tuesdays

Featuring
- Fresh breads
- Daily specials
- Catering
- Cakes for special occasions
- Banquets
- Beer & wine
- Fine gifts

Credit Cards
American Express,
Visa, MasterCard, Discover

Dining in Casual Elegance

Tucked away in Minaret Village,
the locals' favorite for breakfast
serves lunch & now dinner, too!



PERRYS
PIZZA 'N PASTA
ITALIAN CAFE

PIZZA • PASTA
ITALIAN ENTREES

SALAD BAR • APPETIZERS • SANDWICHES
DESSERTS • BEER, WINE, COCKTAILS
FULL SERVICE • TAKEOUT • HAPPY HOUR

PERRYS
PIZZA 'N PASTA
ITALIAN CAFE

PERRY'S PIZZA 'N PASTA
Village Center West
on Main Street
Mammoth Lakes, CA
934-6521

Serving
Lunch, Dinner
Cocktails

Hours
11:30 am - 10 pm daily
(to 11 pm Fri & Sat)

Featuring
- Salad bar
- Happy Hour
- Full-service restaurant & bar
- Kids' Menu
- Takeout
- Video games
- Large-screen TV for sports & comedies
- Group & senior-citizen discounts
- Catering

Credit Cards
American Express,
Visa, MasterCard

Natalie's

french country cuisine with a california accent

entree specialties each evening

homemade desserts

espresso & cappuccino

no charge for lousy sunsets

...a well-kept secret

Natalie's

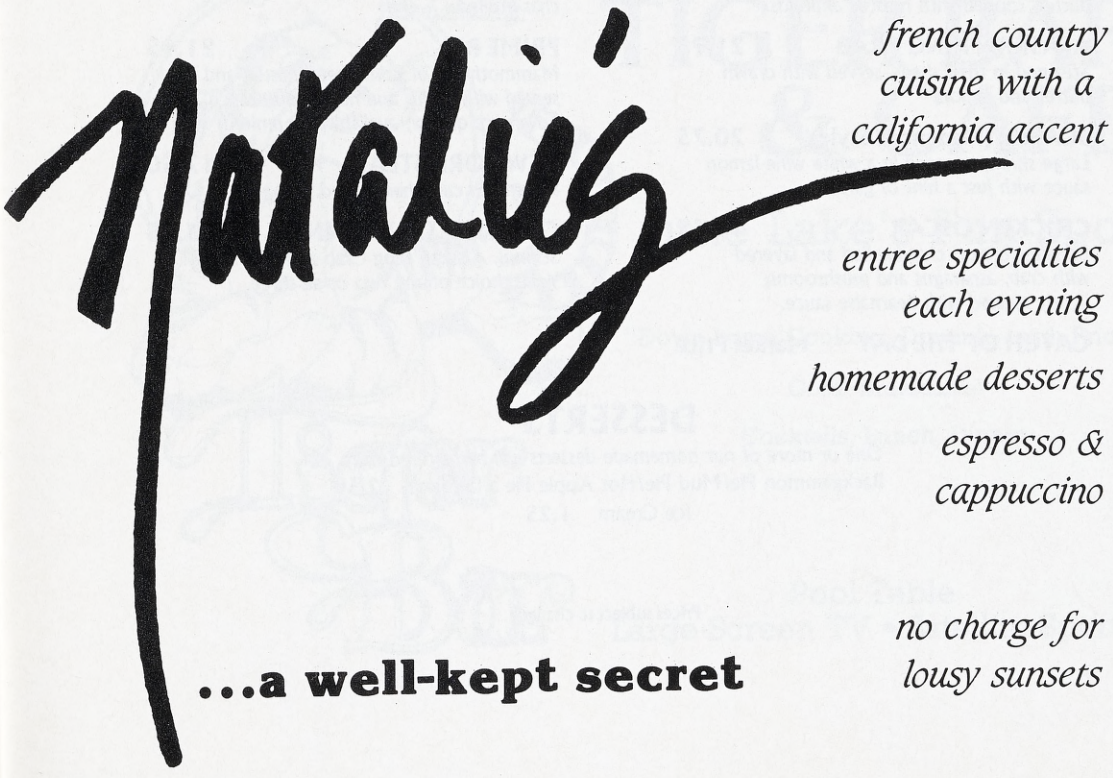
NATALIE'S
Sherwin Plaza III
Under the Cask 'n Cleaver
Mammoth Lakes, CA
934-3902 for reservations

Serving
Dinner

Hours
From 6 pm

Featuring
- French country cuisine
- California & French wines
- Entree specialties each evening
- Homemade desserts
- Cappuccino & espresso
- Private parties

Credit Cards
Visa, MasterCard



THE RAFTERS

THE RAFTERS
Old Mammoth Road,
next to Sierra Nevada Inn
Mammoth Lakes, CA

934-2537 for reservations

Serving
Dinner
Cocktails

Hours
6 pm daily
5 pm Saturdays

Featuring
- Mammoth's first steak house, established 1969
- Extensive selection of California wines
- Dance every night to the Southland's best dance bands

Credit Cards
American Express,
Visa, MasterCard

THE RAFTERS

APPETIZERS & A LA CARTE

Deep-Fried Zucchini	**3.95**	**Steamed Artichokes (seasonal)**	**4.25**
Steamed Fresh Vegetables	**4.25**	**Homemade Soup**	**4.25**
Sauteed Mushrooms	**3.95**	**Dinner Salad**	**4.25**
Baked Potato	**2.25**		

All entrees served with hot squaw bread and honey butter, soup or salad, and rice pilaf.

POULTRY & SEAFOOD

CORNISH GAME HEN **12.95**
Baked with herb stuffing and covered with orange-honey glaze.

RAFTERS CHICKEN BREAST **12.95**
Boneless breast marinated in a teriyaki sauce, char-broiled to perfection.

ROAST HONEY DUCK **16.45**
Our "House Specialty." Duck roasted in a special sauce, covered with orange-honey glaze.

HALIBUT ALMONDINE **14.25**
Halibut steak sauteed in white wine-lemon butter, topped with roasted almonds.

ALASKAN KING CRAB **21.95**
Steamed in their shells, served with drawn butter and lemon.

SCAMPI (Mammoth Style) **20.75**
Large shrimp sauteed in a white wine-lemon sauce with just a hint of garlic.

CHICKEN OSCAR **16.45**
Boneless breast, char-broiled and layered with crab, asparagus and mushrooms; lightly topped with bearnaise sauce.

CATCH OF THE DAY **Market Price**

BEEF

BROCHETTE OF BEEF **12.95**
Tender chunks of teriyaki beef, char-broiled with zucchini, bell peppers, onions and pineapple, served on a bed of rice pilaf.

PETITE TOP SIRLOIN **12.95**
For the not-so-hearty appetite, char-broiled to your liking.

TOP SIRLOIN **15.25**
Tender top choice, char-broiled to your order.

TERIYAKI SIRLOIN **15.25**
Marinated in a special teriyaki sauce, char-broiled.

PRIME RIB **21.45**
Mammoth cut of prime beef, basted and served with au jus and horseradish sauce. To ensure quality, availability is limited.

NEW YORK STEAK **17.50**
Mammoth cut, char-broiled.

COMBINATION DINNER **23.25**
Scampi, Alaskan King Crab and Top Sirloin. Your choice of any two or all three.

DESSERTS

One or more of our homemade desserts will be featured daily.
Backgammon Pie/Mud Pie/Hot Apple Pie a la Mode 2.50
Ice Cream 1.25

Prices subject to change.

Mammoth's Family Gathering Spot!

The SWISS CAFÉ

Breakfast
Omelettes • Waffles
Fresh Baked Pastries
Eggs Benedict

Lunch
Burgers • Dips
Salads • Sandwiches
Daily Specials

Dinner
Seafood • Steaks • Prime Rib
Bratwurst • Liver • Baked Chicken
Homemade Desserts

The SWISS CAFÉ
Restaurant & Bakery

SWISS CAFE
Old Mammoth Road,
north of Meridian
Mammoth Lakes, CA

934-6196

Serving
Breakfast, Lunch, Dinner

Hours
6:30 am - 9 pm
Closed Wednesdays

Featuring
- Complete children's menu
- Family dining
- Breakfast until 2 pm
- Homemade soups
- Wedding cakes
- Freshly baked pastries & breads to take out
- Beer & wine
- Take-out orders
- A non-smoking restaurant
- Reservations accepted

Credit Cards
American Express,
Visa, MasterCard, Discover

TIGER BAR & CAFE

June Lake's Fun Spot

"Down-home Cooking, Down-to-earth Prices"

Great Breakfasts!

Cocktails, Lunch, Dinner

Pool Table
Large-Screen TV • Satellite Sports

TIGER BAR
Main Street in the
center of town
June Lake, CA

648-7551

Serving
Breakfast, Lunch, Dinner
Cocktails

Hours
6 am - 2 am daily

Featuring
- Great country breakfasts
- Hearty lunches & dinners
- Famous chili
- Satellite sports on large-screen TVs
- Pool table

Credit Cards
Sorry, no cards

ADVERTISERS

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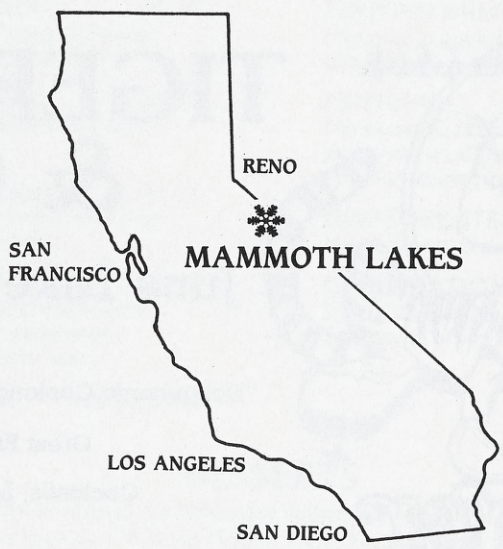

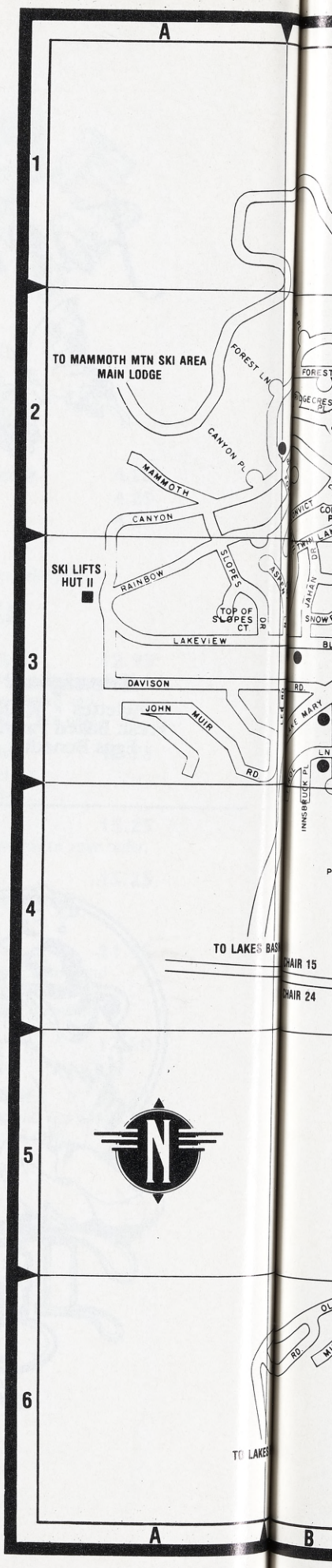

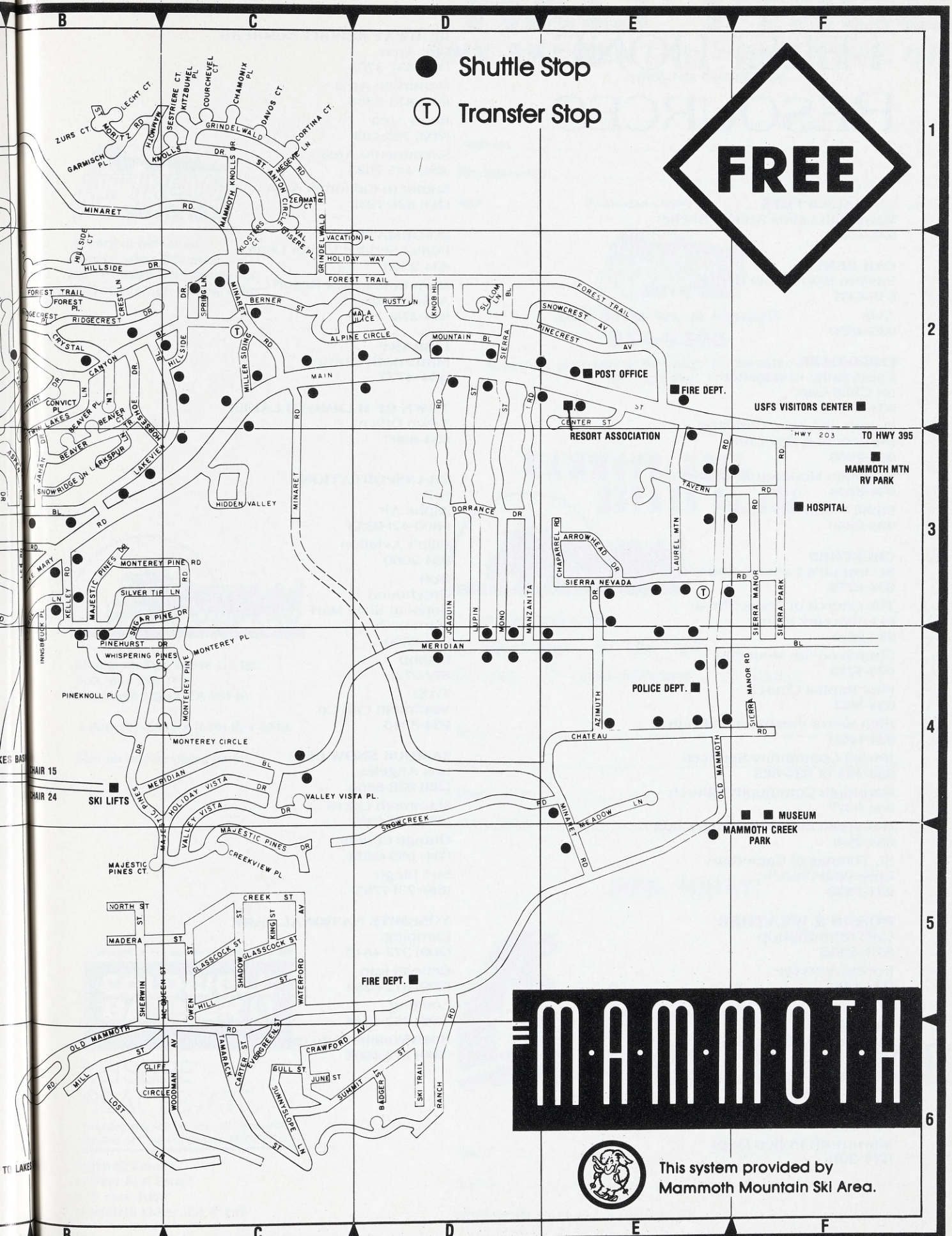

Shuttle Stop
Transfer Stop
FREE
POST OFFICE
FIRE DEPT.
USFS VISITORS CENTER
RESORT ASSOCIATION
TO HWY 395
MAMMOTH MTN RV PARK
HOSPITAL
POLICE DEPT.
MUSEUM
MAMMOTH CREEK PARK
SKI LIFTS
CHAIR 15
CHAIR 24
FIRE DEPT.
MAMMOTH
This system provided by Mammoth Mountain Ski Area.

TELEPHONE RESOURCES

ANIMALS & PETS
Mammoth Lakes Animal Shelter
935-4734

CAR RENTAL
Eastern Sierra Auto Rental
935-4471
Avis
935-4550

CHILD CARE
Community Connection
for Child Care
934-3343
Mammoth Lakes Christian
Pre-school & Day Care
934-2056
Mountain Montessori Pre-school
934-8844
Small World Day Care
934-0646

CHURCHES
St. Joseph's Catholic Church
934-6276
The Church of Jesus Christ
of Latter-day Saints
934-2100
Church on the Mountain
935-4272
First Baptist Church
934-3122
High Sierra Presbyterian Church
934-8033
Jewish Community Services
934-4114 or 934-8115
Mammoth Community Church
934-6077
Mammoth Lakes Lutheran Church
934-2941
St. Thomas of Canterbury
Episcopal Church
934-7850

ROADS & WEATHER
CalTrans-Bishop
873-6366
Forest Service
934-6611

EMERGENCY
Fire/Police/Medical Emergency
911
California Highway Patrol
Zenith 1-2000
Centinela Mammoth Hospital
934-3311
Mammoth Police Dept.
934-2011

HIGHWAY REPORT NUMBERS
Bay Area
(415) 557-3755
Mammoth Area
(619) 873-6366
Reno Area
(702) 793-1313
Sacramento Area
(916) 445-7623
Southern California Area
(213) 626-7231

INFORMATION
Forest Service Visitor Center
934-2505
Mammoth Lakes Resort
Association
934-2712

LIBRARY
Mammoth branch
934-4777

TOWN OF MAMMOTH LAKES
Town Office
934-8983

TRANSPORTATION
AIR
Alpha Air
1-800-421-9353
Elliott Aviation
934-2060
BUS
Greyhound
Depot at Shell Mart
Mammoth
934-2260
Bishop
872-2721
TAXI
Mammoth Cab Co.
934-3346

24-HOUR SNOW LINE
Los Angeles
(213) 935-8866
Mammoth Lakes
(619) 934-6166
Orange County
(714) 955-0692
San Diego
(619) 231-7785

YOSEMITE NATIONAL PARK
Camping
(209) 372-4845
General Info
(209) 372-0264
Lodging
(209) 252-4848
Road/Weather Info (24-hr.)
(209) 372-4605

HALF PRICE

ANY SKI RENTAL - ONE TIME ONLY

(ONE PER CUSTOMER)

Name _____

Address _____

City/State/Zip _____

Age _____ First-time skier? _____ yes _____ no

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Main Street next to Shakey's

934-9566

This offer good only at Kittredge Ski Rentals next to Shakey's.
Not valid Dec. 14-31, 1990.

KITTREDGE ski rentals

If card is detached, please bring this stub to Kittredge Ski Rentals for information on special offer.

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I am interested in:

☐ Silver Bear ☐ The Trails

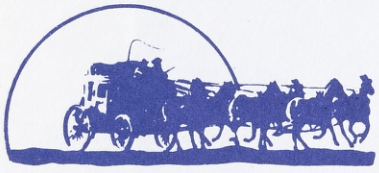
☐ Lots ☐ Condominiums ☐ Houses

Name _____

Address _____

Phone (day) _____ (eve.) _____

City/State/Zip _____



Mammoth Real Estate Co. Inc.
P.O. Box 599
Mammoth Lakes, CA 93546

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See our ads on pages 68-69.

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A MEMBER OF THE SEARS FINANCIAL NETWORK

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For More Information On

JUNIPER RIDGE

Homesites

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Address _____

City/State/Zip _____

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Coldwell Banker
Leisure Real Estate
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Mammoth Lakes, CA 93546

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See our ad on page 89.

KITTREDGE SPORTS
ANNOUNCES ITS

NEW 2ND LOCATION

LARGEST SKI RENTAL FACILITY IN MAMMOTH

All brand-new equipment.
Convenient location on Hwy. 203.

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Continuing a tradition of quality since 1962.

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POSTAGE WILL BE PAID BY ADDRESSEE

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Mammoth Lakes, CA 93546

NO POSTAGE NECESSARY IF MAILED IN THE UNITED STATES

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First Class Permit No. 8 Mammoth Lakes, CA

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Darcy Bauer/Donna Tofal
Coldwell Banker/Leisure Real Estate
P.O. Box 1059
Mammoth Lakes, CA 93546

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SALES • RESERVATIONS • PROPERTY MANAGEMENT

Kathy DeSalvo Earlene Henzie

Serving all of the Mammoth Lakes area and featuring MeadowRidge, Mountainback, Discovery 4 and Tennis Village condominiums.

mammoth lakes resort realty

For information on foreclosures and business opportunities, call toll-free Earlene Henzie at 1-800-468-5364 or Kathy DeSalvo at 1-800-462-5577.

TREAD LIGHTLY—DRIVE RESPONSIBLY OFF-ROAD.

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No other luxury car makes as favorable an impression.

No other luxury car can carve its way through blankets of road-closing snow. Take on puddles that could sink a canoe. Or conquer boot-swallowing mud.

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Torrance, CA 90505
(213) 534-3333

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Pasadena, CA 91107
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